

BIENNIAL REPORT

OF THE

Board of  
State Harbor Commissioners

FOR THE

Fiscal Years Commencing July 1, 1914 and Ending  
June 30, 1916



CALIFORNIA STATE PRINTING OFFICE  
SACRAMENTO

1916

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### COMMISSIONERS:

J. J. DWYER, President

T. S. WILLIAMS

JOHN H. McCALLUM



CALIFORNIA STATE PRINTING OFFICE  
SACRAMENTO

1916

## BOARD OF STATE HARBOR COMMISSIONERS.

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J. J. DWYER, <i>President</i>	-	-	-	-	-	-	-	-	Commissioner
T. S. WILLIAMS	-	-	-	-	-	-	-	-	Commissioner
JOHN H. McCALLUM	-	-	-	-	-	-	-	-	Commissioner

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LEO V. MERLE, JR.	-	-	-	-	-	-	-	-	Secretary
JEROME NEWMAN	-	-	-	-	-	-	-	-	Chief Engineer
DANIEL A. RYAN	-	-	-	-	-	-	-	-	Attorney

OFFICE:  
UNION DEPOT AND FERRY HOUSE  
SAN FRANCISCO, CAL.

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## LETTER OF TRANSMITTAL.

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*To His Excellency, HON. HIRAM W. JOHNSON,*  
*Governor of the State of California.*

SIR: As required by law, the Board of State Harbor Commissioners for the harbor of San Francisco herewith respectfully submits its biennial report for the fiscal years commencing July 1, 1914, and ending June 30, 1916, embracing a full report of all moneys by them received and disbursed, describing the improvements made or under way, and the general condition of the harbor property.

We have the honor to be

Yours very respectfully,

J. J. DWYER, President.

T. S. WILLIAMS,

JOHN H. MCCALLUM,

Board of State Harbor Commissioners.

San Francisco, California,

November 1, 1916.



HEAD HOUSE OF CAR FERRY SLIP



## INTRODUCTION.

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### Personnel.

The present Board of State Harbor Commissioners consists of the following commissioners:

JOHN JOSEPH DWYER, President, THOMAS S. WILLIAMS and JOHN H. MCCALLUM, all residents of San Francisco.

### Jurisdiction.

The only harbor under the jurisdiction of the Board of State Harbor Commissioners is that portion of the water front on the bay of San Francisco around the city and county of San Francisco, from the Presidio, the United States military reservation, on the north, thence around the bay front to the boundary line between San Francisco and the county of San Mateo. This report deals only with the commerce, construction, maintenance and operation of this water front. On the other side of the bay, at Oakland, Richmond and elsewhere, local bodies administer their respective harbor facilities.

The statistics and other data refer alone to the state property along the San Francisco water front, consisting of the seawall, the seawall lots behind the same, created by the reclamation of tide lands, The Embarcadero, formerly called East street, and other water front streets, the belt railroad, tugs and dredgers, and all the piers and wharves in the city and county of San Francisco, except those belonging to the federal government at the Presidio and Fort Mason, and some other few on private property.

### Towage, Pilotage and Stevedoring.

The charges for towage and pilotage from the Pacific Ocean into San Francisco Bay are in no degree under the jurisdiction of the Harbor Board, but are governed by other bodies. Stevedoring is entirely a private business.

### Public Ownership and Operation.

Unlike most of the leading seaports of the United States, San Francisco enjoys the advantage of a harbor front that is owned and operated by the public. The title of the property is in the state of California, and harbor affairs are administered by a board of three harbor commissioners, appointed by the Governor of the state and holding office during his pleasure.

### The Harbor Self-Supporting.

Under the law, the harbor has been self-supporting since its inception. All the cost of construction and maintenance of seawalls, buildings, wharves, etc., as well as the operating expenses, are paid out of harbor

receipts. These are derived from charges imposed upon shipping and cargoes, in the form of rents, tolls, dockage and wharfage for the use of the wharves; switching charges on the belt railroad; from the rental privileges of the seawall lots and of the ferry and other buildings and for the use of the ferry slips, and other lesser sources. The principal and interest of all bond issues must also be paid out of the same revenues. San Francisco harbor thus pays its own way, not a dollar coming out of the public treasury or taxes.

The advantage of public ownership to the shipping interests is shown by the provision of the law that harbor charges must not exceed the amount necessary to meet operating, repair and construction expenses and redeem bond issues. Aliens and citizens are treated on equal terms. It is estimated that if the present San Francisco harbor front and facilities were owned and operated by private interests, they would be capitalized at least for the sum of \$250,000,000, and handsome returns could easily be made on that figure.

#### **General Characteristics of San Francisco Harbor.**

It is universally acknowledged that the harbor of San Francisco is in its natural aspects one of the very finest in the world. In size the bay of San Francisco, with its connecting waterways, is one of the very largest landlocked bodies of water anywhere.

On the San Francisco side, because of the scouring effects of the tide, the water is very deep, ranging from 34 feet at the seawall, which is the minimum required to be maintained by law, to from 50 feet to 75 feet at the outer ends of the piers.

It is admirably sheltered against severe storms, the annual damage to shipping from this source being but trifling; its extreme tidal range is only about eight feet and the mean less than five feet; it offers excellent anchorage over an immense area in convenient localities, with fine holding ground, and, in a word, it is ideal, as far as natural conditions are concerned.

It is the terminal point of four great transcontinental railroad systems, and has behind it and directly tributary to it the two immense valleys of the Sacramento and San Joaquin rivers, which drain much more than half the productive area of the extensive state of California. Likewise, the coast lines north and south of San Francisco are intimately connected with the harbor by important transportation systems, steadily ramifying into much new territory.

#### **Extent of Seawall, Docks and Lands.**

The present water front line of San Francisco in active use is approximately four miles in length. On June 30, 1916, there were in existence along this line 15,000 feet of completed seawall, 36 piers, and certain

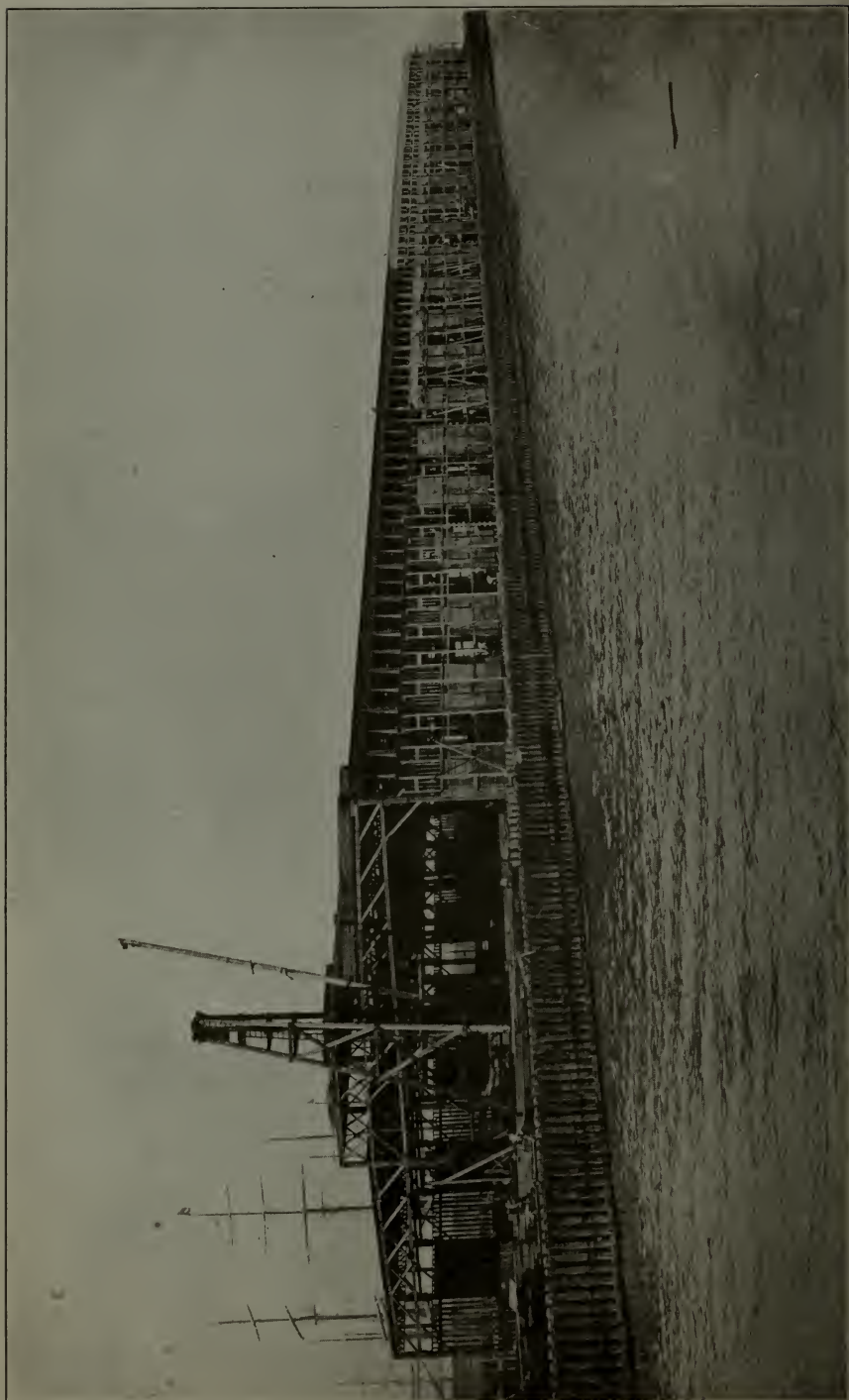
other smaller bulkhead and other wharves, 27 seawall lots of land, having a total area of approximately 941,786 square feet, of the value of about five million dollars, together with the tract of about 25 acres, leased for 50 years in the year 1900 to The Atchison, Topeka and Santa Fe Railway Company as its China Basin terminal.

The piers and bulkhead wharves offer about 12.7 miles of berthing space at the present time, and the system can be expanded, as the population and commerce demand, until it will cover quite 50 miles.

#### **State Lands Adjoining.**

By the progressive construction of a permanent seawall around the water front on the line fixed by law, important land areas between it and the previously existing city front have been reclaimed and become the property of the state and have been devoted to harbor uses.

Many of these have been rented and leased to railroads and warehouses, etc., at remunerative figures, and some have been reserved for the use of the State Belt Railroad in its switching operations.



PIER 37. CONSTRUCTION OF SHED

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PART I.

Report of the Board.

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PIER 37. EAST SIDE

## GENERAL CONDITION OF THE STATE WATER FRONT OF SAN FRANCISCO AND ITS ADMINISTRATION.

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### Development of Docking and Transporting Facilities.

During the past two years the work of extending and improving dockage facilities and the State Belt Railway switching system along the water front of San Francisco has progressed at a rapid pace, and the amount of new and additional facilities completed and elsewhere detailed makes an unprecedentedly large total.

### Harbor Ready for the Opening of the Panama Canal.

The Panama Canal was thrown open to ships of a limited draught in July, 1914, and within less than a year thereafter to the largest ships, and it was especially gratifying that the large new business so confidently expected began to materialize almost immediately.

The great European war measurably halted this development, a number of the steamers familiar in this port having been soon drafted to other lines of trade by the war's demands.

However, the net growth of business, as shown by the statistics elsewhere detailed, must be regarded as very satisfactory.

The harbor was completely ready for the canal opening, and the march of improvement and expansion has been kept fully abreast of the increasing demand for new berths.

### Nine Million Dollar Bond Issue Expended.

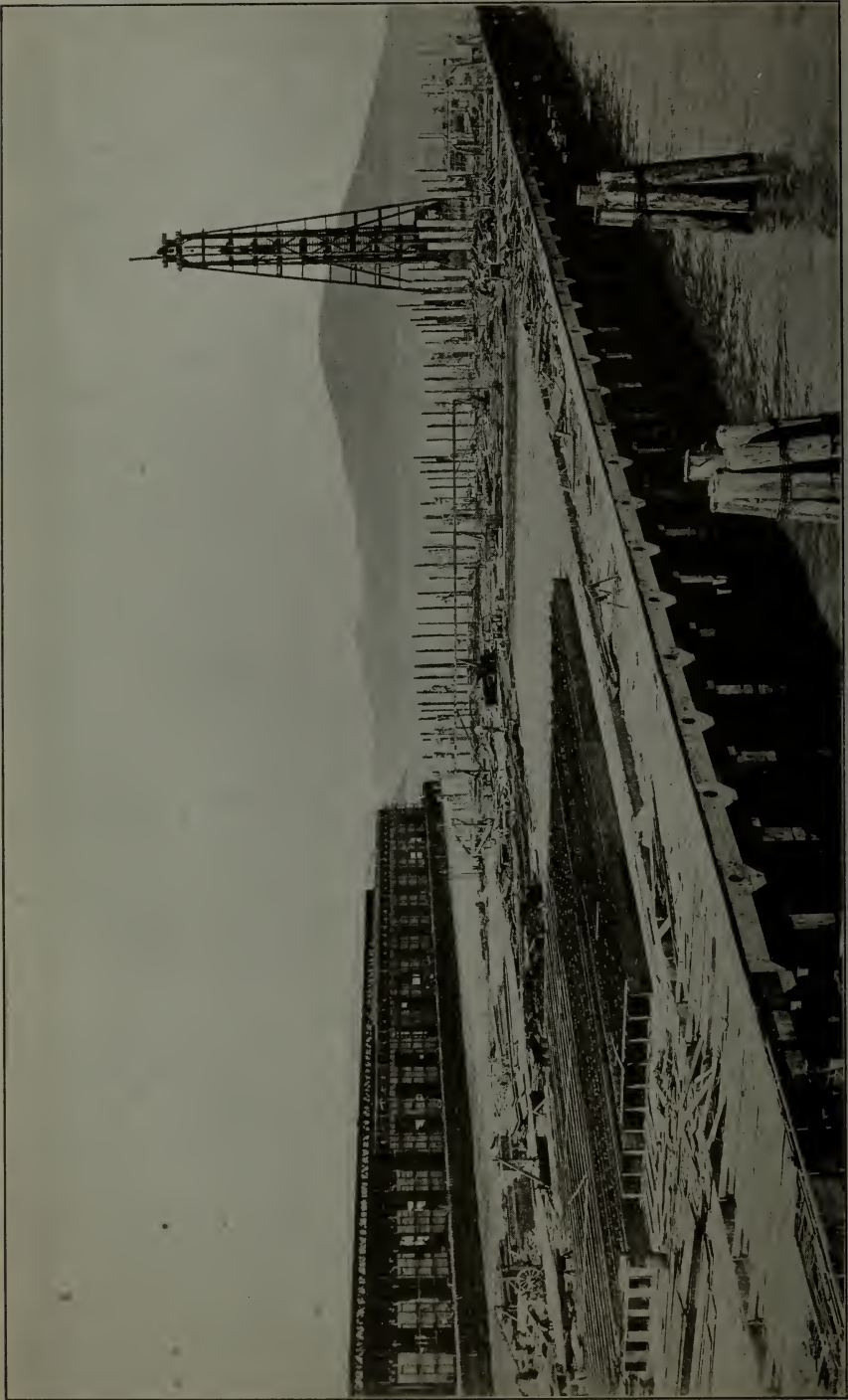
The state \$9,000,000 bond issue, provided by the San Francisco Harbor Improvement Act of 1909, and which first became available in the year 1911, has during the past five years been almost completely expended in new and additional pier construction, belt line extensions, and other accompanying structures. A detailed statement appears in the secretary's financial statement.

### Ten Million Dollar Bond Issue.

In our last report, mention was made of the fact that the legislature had provided for a further bond issue of \$10,000,000 for harbor improvements for this port by the San Francisco Harbor Improvement Act of 1913. Since then this issue was authorized and approved by the people of the state at the general election in November, 1914. No part of this issue has yet been sold, but elaborate plans for additional construction already adopted will necessitate sales thereof as soon as the \$9,000,000 issue is exhausted.

### New Construction.

The immense amount and the character of new construction within the past two years is detailed in the accompanying report of the chief engineer of the board, and need not be repeated here.



PIER 35 DURING CONSTRUCTION



### The Number of Piers.

The number of piers is now 36. Of this number 17 are wholly new, having been built by this board since 1911, out of the bond issue.

Of the remaining 19, which were in existence when this board took office in 1911, two will soon be demolished, being dilapidated beyond repair, ten have been largely reconstructed and seven are substantially as they were prior to 1911.

Eight of the new piers are north of Market street and nine south of Market street.

### Increase of Wharf Area.

The increase in the number of piers does not alone give an accurate idea of the increase in wharf facilities. Two things are to be considered, the berthing length of the docks and the increased cargo area. The new piers are far larger than the old. The usual size of the old piers in width measured about 100 feet and in length about 600, whereas many of the new piers are 200 feet wide and from 800 to 1,000 feet long.

The wharf area of the piers still retained, which were in existence prior to 1911, when this board took office, is 1,817,231 square feet, and the wharf area of the new piers since then amounts to 2,185,729 square feet, an increase of 122 per cent.

### New Piers Planned.

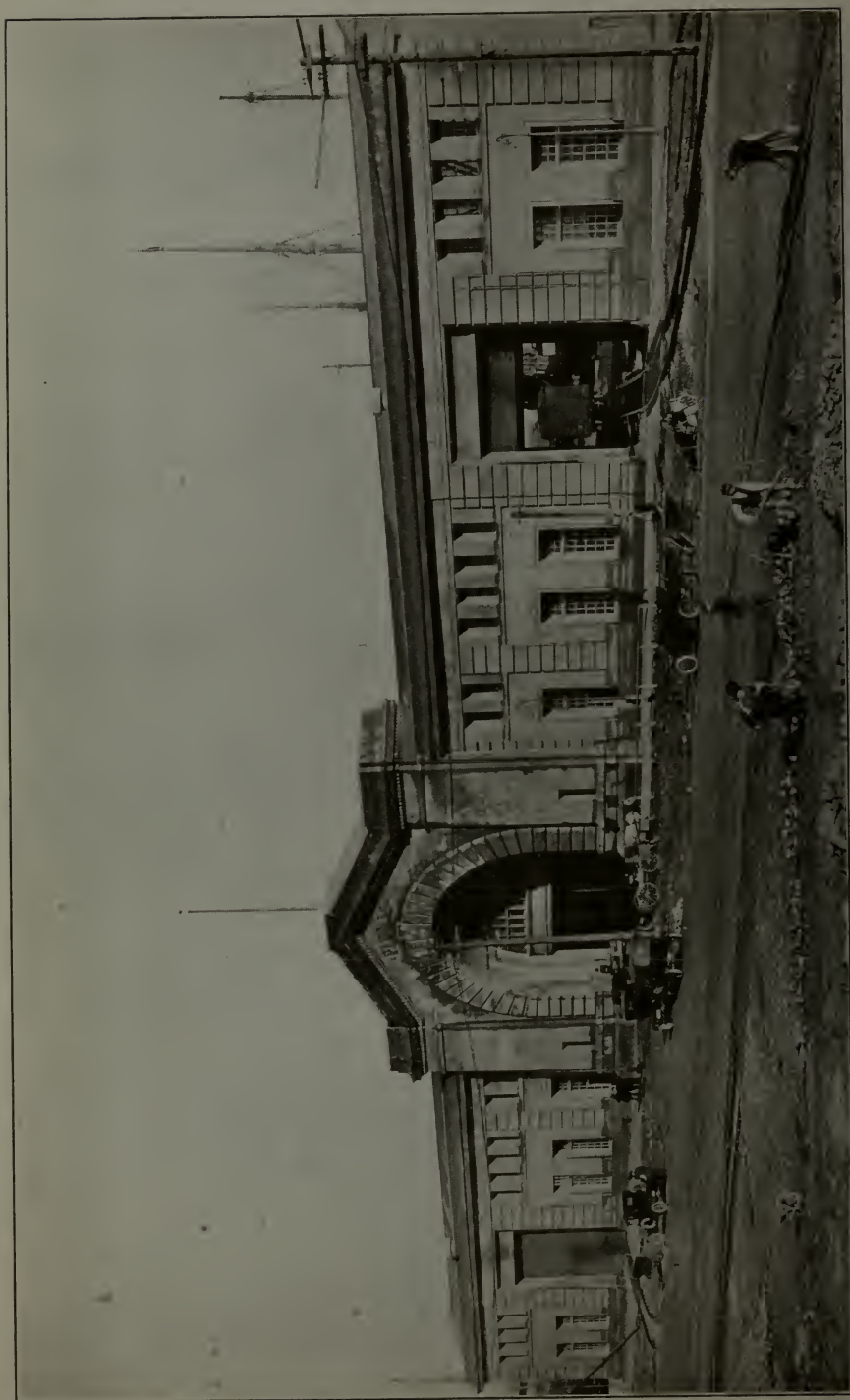
Plans are being perfected for five entirely new piers, as follows:

1. Pier No. 1—Next north of the Ferry Building, 550 feet long and 150 feet wide.
2. Pier No. 3—Next north thereof, 706 feet long and 138 feet wide.
3. Pier No. 31—At the foot of Francisco street, 800 feet long and 150 feet wide.
4. Pier No. 33—At the foot of Bay street, 800 feet long and 150 feet wide.
5. Pier No. 46—Near the foot of Berry street, 800 feet long and 200 feet wide.

Of these, Nos. 1 and 3 will take the place of existing piers 3 and 5, old and dilapidated beyond repair, and which will be entirely demolished; Nos. 31 and 33 will occupy new territory, and No. 46 will replace the pier of the same number, which was entirely destroyed by fire on the night of June 4, 1916, from causes unknown.

When this line is completed all available space for pier building north of the channel will have been occupied.

Further development must then go south of Channel street to the front of China Basin and the Islais Creek and India Basin lands and the water front line between.



BULKHEAD BUILDING. PIER 35

### **New Sections of the Seawall.**

The only two remaining sections of the seawall in the district from Market street to Channel street, referred to in our last report, have since been completed.

### **New United States Post Office.**

A new post office of concrete and brick has been completed by the harbor board for the United States Government, and its location on the water front behind the ferry slips and just south of the Ferry Building is so very advantageous that it has already become the main distributing post office of the city. The public, and especially the business, convenience of the city has been thereby so much promoted that 98 per cent of all the city mail now leaves this office.

### **Belt Railroad Switching System.**

The development and extension of the State Belt Railway switching system have kept pace with pier development, and indeed have overrun it by a wide margin.

San Francisco undoubtedly now has the most complete harbor belt line railroad switching system in the country.

The railroad is located on The Embarcadero, a marginal thoroughfare 200 feet wide, located just behind the seawall, and the system is intended and is used to connect up, for the switching of freight cars, the various piers, the yards of other railroads, and private warehouses and industries generally.

The spur track permits for use on city streets fall under the jurisdiction of the municipal authorities, but the construction, maintenance and operation of the belt railroad around the water front are wholly under the jurisdiction of the board.

### **Bringing Ship and Rail Together.**

As stated in our former report, few harbor improvements are more sought by all ports than the bringing of ship and railroad car close together, side by side, if possible, so as to promote dispatch and cheapness in transferring freight. This modern trend finds one of its best illustrations on the San Francisco water front.

### **Railway Spurs on Piers.**

It has been the policy of the board not only to equip all new piers with spur tracks running the full length of the piers, but also, wherever the water slip spaces beside the old piers were sufficiently wide to permit of it, to widen existing piers and place spur tracks thereon.

Where there are tracks on both sides of the pier, the usual practice is to make one a surface track and the other is depressed so as to bring the floor of the railroad car on a level with the floor of the pier, thus

facilitating trucking of certain classes of freight. Our practice is to accommodate the proposed tenants in this regard according to their preferences.

#### **Center Tracks Found Inconvenient.**

It was a practice of former boards to install railway spurs down the center of the pier. This was done on piers Nos. 34, 36, 38 and 40. But experience has demonstrated that the center arrangement is a mistake, because it interferes very seriously with teaming and trucking. The placing of the tracks along the sides of the piers, outside the sheds, is now universally demanded by shippers. This arrangement has been followed in all our constructions.

The center track on pier No. 38 has proved so inconvenient that we have recently widened the pier and put an additional track along the side.

A similar request has been made for pier No. 34, and that work may soon be undertaken.

#### **Extension to the United States Transport Docks.**

The completion of the belt line extension to the United States Transport docks at Fort Mason, through the concrete tunnel built by this board through the Fort Mason military reservation, was accomplished October 31, 1914, and was duly celebrated under the auspices of the United States Army authorities of the Pacific Coast division, at whose urgent request it was undertaken, as explained in our last report.

The service thereby given to the government for the transfer of all its freight destined for Hawaii and the Philippines and elsewhere has been of the greatest possible value.

A proposed extension of the line from the Transport docks to the Presidio military reservation, also suggested by the Army authorities for military uses, has been undertaken by this board and will doubtless soon be completed.

It is impossible to overestimate the value of this service to the Army. It is undoubtedly a long local step in the general scheme of preparedness, in which this board is very happy to have been of some assistance.

#### **A Continuous Belt Railroad Around Harbor.**

By these constructions and extensions, a continuous belt railroad switching system, adequately equipped, is now in full and successful operation around the whole active harbor front of San Francisco, from the United States transport docks on the north and west to Channel street on the south. It is a tremendous gain to the harbor, and its real advantages only become properly estimated when it is recollected that even such a great seaport as New York has no harbor belt line.



**Increase in Belt Line Business.**

The rapid extension of the belt line and the building of the connecting link between the north and south divisions across Market street have borne fruit in good measure. A comparison of the total revenues for the past three biennial periods will show at a glance the great increase in business:

Total revenue, July 1, 1910, to July 1, 1912-----	\$320,412 90
Total revenue, July 1, 1912, to July 1, 1914-----	392,232 00
Total revenue, July 1, 1914, to July 1, 1916-----	571,687 00

It will be seen that the receipts for the biennial period just ended, July 1, 1916, exceed those of the preceding biennial period by 45.7 per cent, and exceed those of the biennial period ending July 1, 1912, by 78.5 per cent.

**Bond Money Devoted to New Construction.**

Although the terms of the bond act, which authorized the use of the money in betterments of all kinds, are sufficiently broad to warrant the board in using the bond money in making any harbor improvement, in its discretion, the board has consistently adhered to the policy of devoting the bond money exclusively to new constructions. All repairs and, indeed, much wholly new and additional construction work in new territory have been paid out of the current revenues, deposited in what is known as the "San Francisco Harbor Improvement Fund."

**New Construction Paid for Out of Current Revenues.**

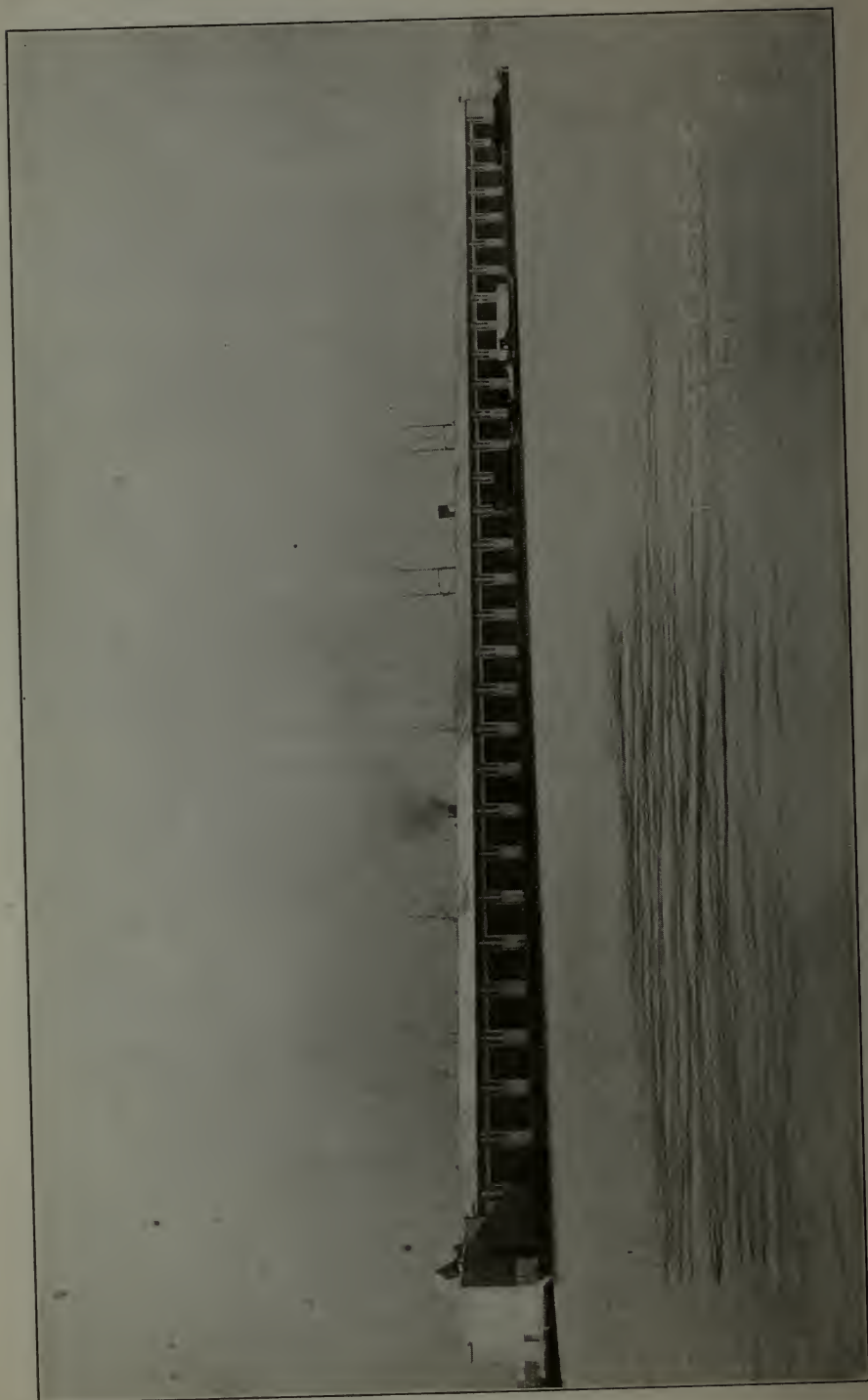
The maintenance and repair bills of the harbor were paid out of the "San Francisco Harbor Improvement Fund," which is made up of current revenues, and in addition, out of the same fund, and not out of the bond money, the board expended for new and additional constructions the following:

For belt line trackage on lots 1 and 2-----	\$25,093 90
For electric light extensions-----	28,844 81
For miscellaneous smaller improvements-----	19,118 94

Piers 21, 9, 11, 13, 44 were substantially rebuilt, the supports having practically all gone to pieces. The work done in this regard partook much more of the nature of new construction than repairs. The amounts expended on these works were also paid out of current revenues and were respectively as follows:

Rebuilding Pier 21 -----	43,305 81
Rebuilding Pier 9 -----	56,771 87
Rebuilding Pier 11 -----	47,748 31
Rebuilding Pier 13 -----	41,953 95
Rebuilding Pier 44 -----	26,629 96

Total -----	\$289,467 55
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PIER 35. EAST SIDE

### **Repayment of Loan From the State.**

As stated in our last report, owing to the financial stringency of 1913 and the competition with other public issues carrying a higher rate of interest, the State Treasurer found it impossible during that period to sell at par the harbor four per cent bonds of the nine million issue provided by the Act of 1909, and accordingly the legislature under the Act of June 16, 1913, came to our rescue by loaning to the Harbor Board not to exceed \$500,000, to go as a commission on sale of the bonds, the loan to be wholly repaid to the state by the Harbor Board out of harbor revenues within five years, in equal yearly installments. By the aid of this commission, the State Treasurer was enabled to dispose of bonds to the amount of \$4,767,000. The commission thereon amounts to \$476,700, which will have to be repaid to the state at the rate of \$95,340 per year; the harbor thereby being deprived of the means of making improvements out of current revenues to just that extent.

The financial reports of the secretary will show the present condition of this fund.

The installments of this loan due the state have been paid promptly as they fell due.

### **India Basin and Islais Creek Lands.**

The suit for the condemnation of the Islais Creek and India Basin lands, begun by our attorney, as noted in our last report, has been tried in the superior court of the city and county of San Francisco, and is now under submission.

### **Drawbridge Over Islais Creek.**

The steel drawbridge over Islais Creek on Kentucky street, the name of which has recently been changed to Third street, referred to in our last report, has since been completed and put in commission by the railroad companies interested.

### **Fire Insurance.**

The last legislature, in pursuance of the recommendation in our last report, increased the maximum of fire insurance permitted on harbor facilities from \$700,000 to \$1,200,000 and the additional amount has been duly placed.

### **Street Improvement.**

Street improvements upon The Embarcadero and other neighboring streets under the board's jurisdiction have been vigorously prosecuted.

The most noteworthy novelty is that to accommodate the enormously increased automobile travel the board has decided to build a strip of smooth pavement of the most durable kind all around The Embarcadero, at least 30 feet wide. This work has been inaugurated and will be pushed to completion as fast as the alignment of the street on the water side has been progressively rectified.



INTERIOR OF SHED. PIER 35



The building of the new seawall and bulkhead in their true legally established locations has resulted in a very substantial and much-needed increase in the width of The Embarcadero, most of it from 15 to 45 feet, and over some notable stretches about 100 feet wider.

In view of the greatly increased traffic of the past five years, this widening has been of inestimable value. Without it, traffic would have been not only cramped but during certain rush hours would have been paralyzed.

Fortunately, the street is now wide enough not only to accommodate the demand for the smooth pavement above referred to, but to provide also a wide basalt pavement, which is required for the heavy horse-drawn vehicles, especially in damp weather.

#### Passenger Transportation Around Water Front.

Appreciating the need of improved passenger transportation around the water front, much of which is not reached by the street car systems of San Francisco, the board has given earnest study to the problem, and finally decided that the correct solution is an auto line of an improved type, to be owned and operated by the municipality of San Francisco, as a part of its new Municipal Railway system, with transfer privileges at the foot of Market street to the latter system, and, if it can be arranged, also to the system of the United Railroads.

A street car system on rails, either on the surface or elevated, will bear no comparison whatever with such an auto line, either in cost of installation or maintenance or operation, and the service could not be so good.

We forbear argument on the subject, as it will be thoroughly gone into in our meetings with the board of supervisors of the city and county of San Francisco, to whom we have made the recommendation.

The suggestion has been made that this board should build and maintain a street car system on The Embarcadero around the water front. This could not be entertained. Passenger transportation is clearly a city and not a state function, where the operation is to be public, and it can not be doubted that the streets under the jurisdiction of this board for merely harbor purposes are for all other purposes city streets as much as any other.

It was in recognition of this principle that the legislature in 1911 gave authority to the city and county of San Francisco to build and maintain a street car line on The Embarcadero, a permission which has not yet been availed of. (Stats. 1911; p. 284.)

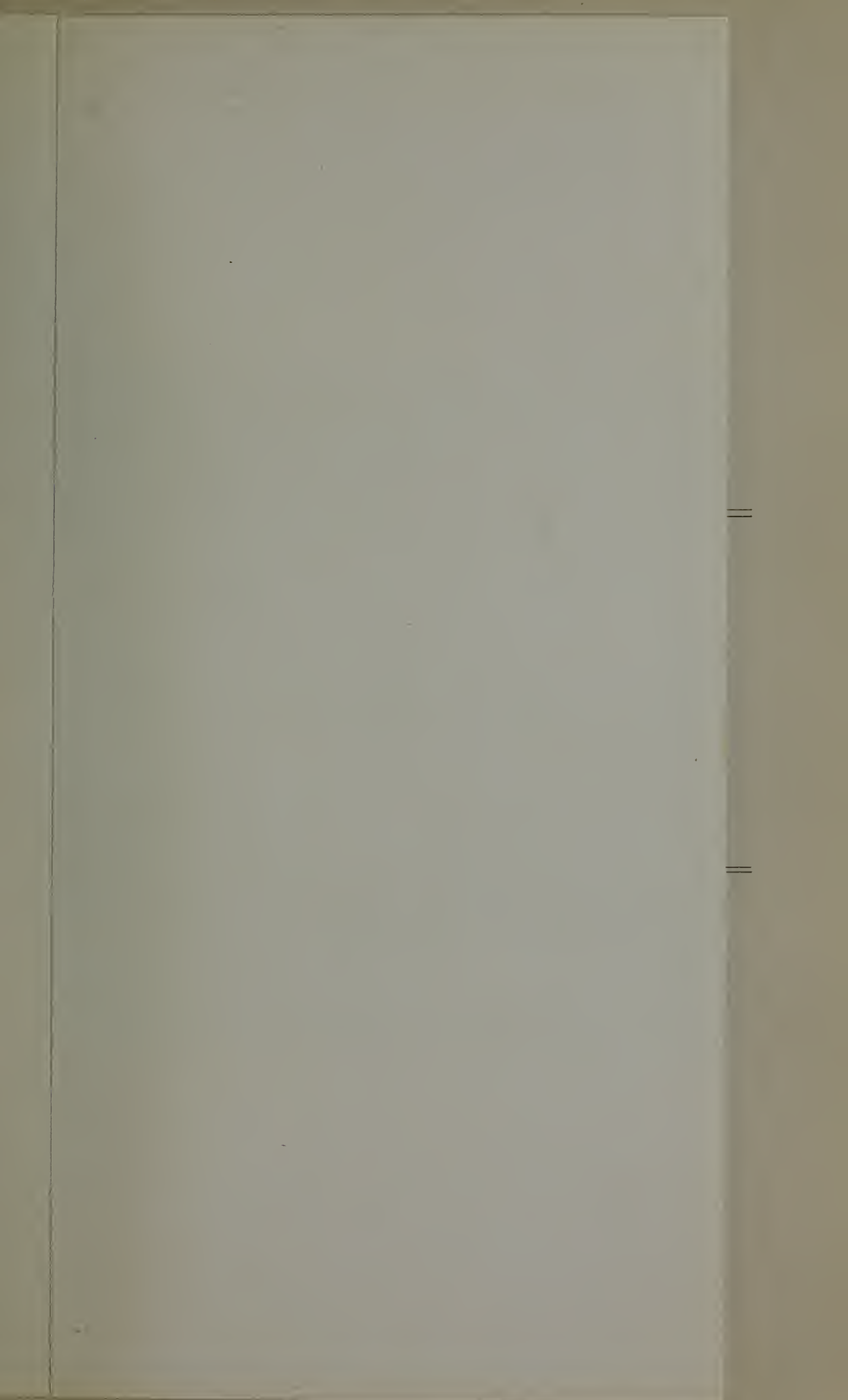
**Wires Placed Underground.**

In our last report, we stated that a beginning had been made in our plan to have all overhead wires of public utility companies, for telegraph, telephone, power and lighting purposes, placed underground. This work has been carried to completion. The improvement in the appearance of The Embarcadero is striking.

**Lighting System Extended.**

New electroliers of the handsome type designed for Market street, under city auspices, have been installed by the board in front of the Ferry Building, and other electric lighting extended to the limits of the active harbor. The harbor district is now one of the best lighted parts of San Francisco, whereas a few years back it was almost the worst, so bad, in fact, that travel after dark was exceedingly dangerous.

All the expense of constructing, maintaining, cleaning and lighting the harbor marginal street comes on this board.





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PIER 29 DURING CONSTRUCTION

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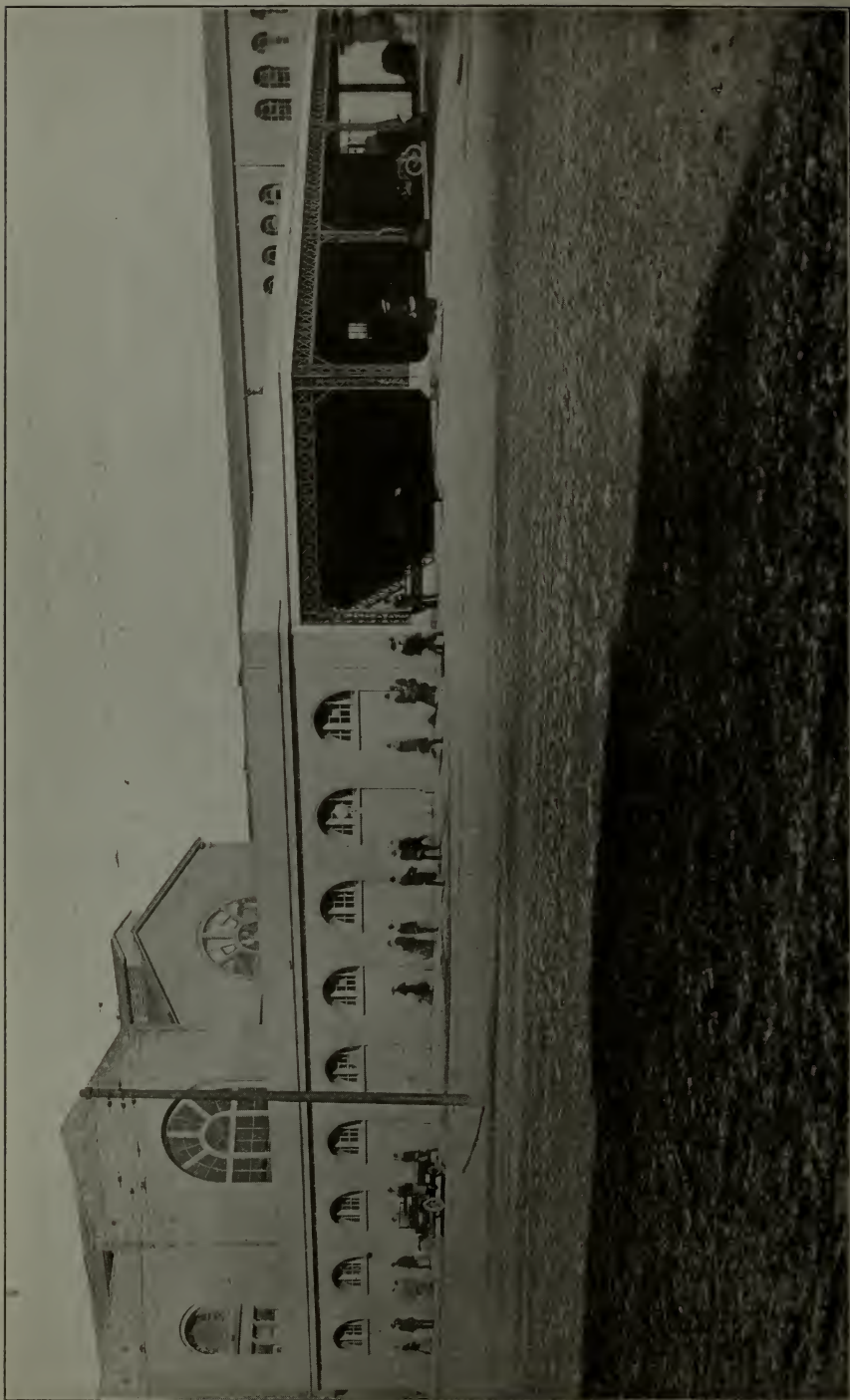
**PART II.**

Report of the Chief Engineer.

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FERRY BUILDING EXTENSION

## REPORT OF THE CHIEF ENGINEER.

SAN FRANCISCO, July 1, 1916.

*To The Honorable BOARD OF STATE HARBOR COMMISSIONERS,  
San Francisco, California.*

GENTLEMEN: Herewith I beg to submit my report as chief engineer of your board, for the term beginning July 1, 1914, and ending June 30, 1916.

As mentioned in my biennial report for the term ending June 30, 1914, there were under construction on the latter date the following structures, which are described in the report:

Section 9a of the seawall, which was  $76\frac{1}{2}$  per cent completed.

Section 9b of the seawall, for which a contract had been awarded, but on which work had not begun.

Pier 46, which was 46 per cent completed.

Pier 41, which was 21 per cent completed.

Pier 15, which was 6 per cent completed.

Repairs to Pier 19, which were 12 per cent completed.

Belt Railroad Extension to United States Army Transport docks at Fort Mason, which was 47 per cent completed.

Car ferry slips, which were 4 per cent completed.

Sewering and paving the southerly half of Bryant street between Main and Spear streets and the easterly half of Spear street from The Embarcadero to near Harrison street.

Sewering and paving The Embarcadero from Pier 34 to Pier 26, which was 2 per cent completed.

All of these contracts have been completed and the structures placed in service.

The various subdivisions of the work of the engineering department will be reported on separately, as follows:

1. Construction, piers and wharves.
2. Maintenance and repairs.
3. Belt Railroad.
4. Ferry slips and buildings.
5. Street work and maintenance.
6. Electrical department.
7. Dredging.
8. Testing department.

## I. Construction.

### Piers and Bulkhead Wharves.

Besides contracts for the construction of several new piers, a number of others were let for additions and improvements to existing structures in connection with repairs which were necessary to place them in good condition. The new piers are numbered 24, 22, 18, 16, 29, 35, and 37, the piers to which additions and improvements were made being numbered 44, 38, 12 (new number 20), 9, 13 (new numbers 7 and 11), 21.

#### New Piers and Extensions to Existing Piers.

*Pier 24.* This pier is 127 feet wide with a length of 800 feet. The substructure is creosoted piles, supporting a timber deck covered with asphalt in the cargo space and outside the shed, with a pavement of wood blocks in the driveway. There is a depressed track on the northerly side.

The shed is of timber, 98 feet wide by 790 feet long, with rolling steel doors, and has an elevated gallery for the use of passengers. The fender line is creosoted piling protected by untreated Oregon pine sheathing.

As in the case of all piers built in the last two years, the shed has an ornamental front, extending over and along the bulkhead, constructed of timber covered with cement plaster. This bulkhead building is 44 feet deep by 130 feet long.

Pier 24 was completed in September, 1915.

*Pier 22.* This pier is 125 feet wide by 407 feet long, the length being determined by the depth of water at the outer end; it is expected that the shoaling consequent on the construction of the piers in this vicinity will permit of its being lengthened in a few years, if required.

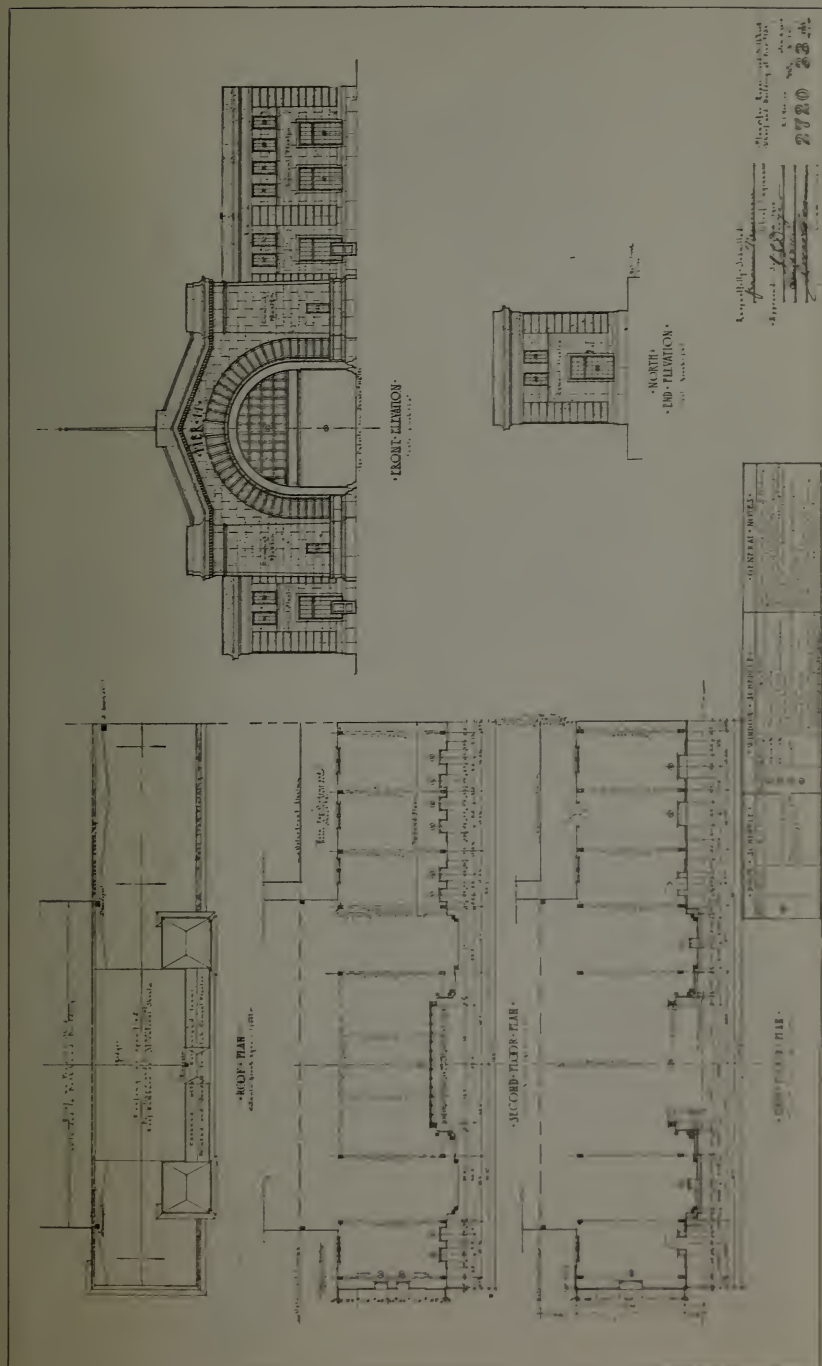
The substructure is creosoted piles with a timber deck covered with bituminous concrete and with a wood block driveway. There is a flush track on the northerly side. The fender line is similar to that on Pier 24.

The shed is timber, 100 feet wide by 395 feet long, with a bulkhead building 44 feet deep and 130 feet long built of wood covered with cement plaster.

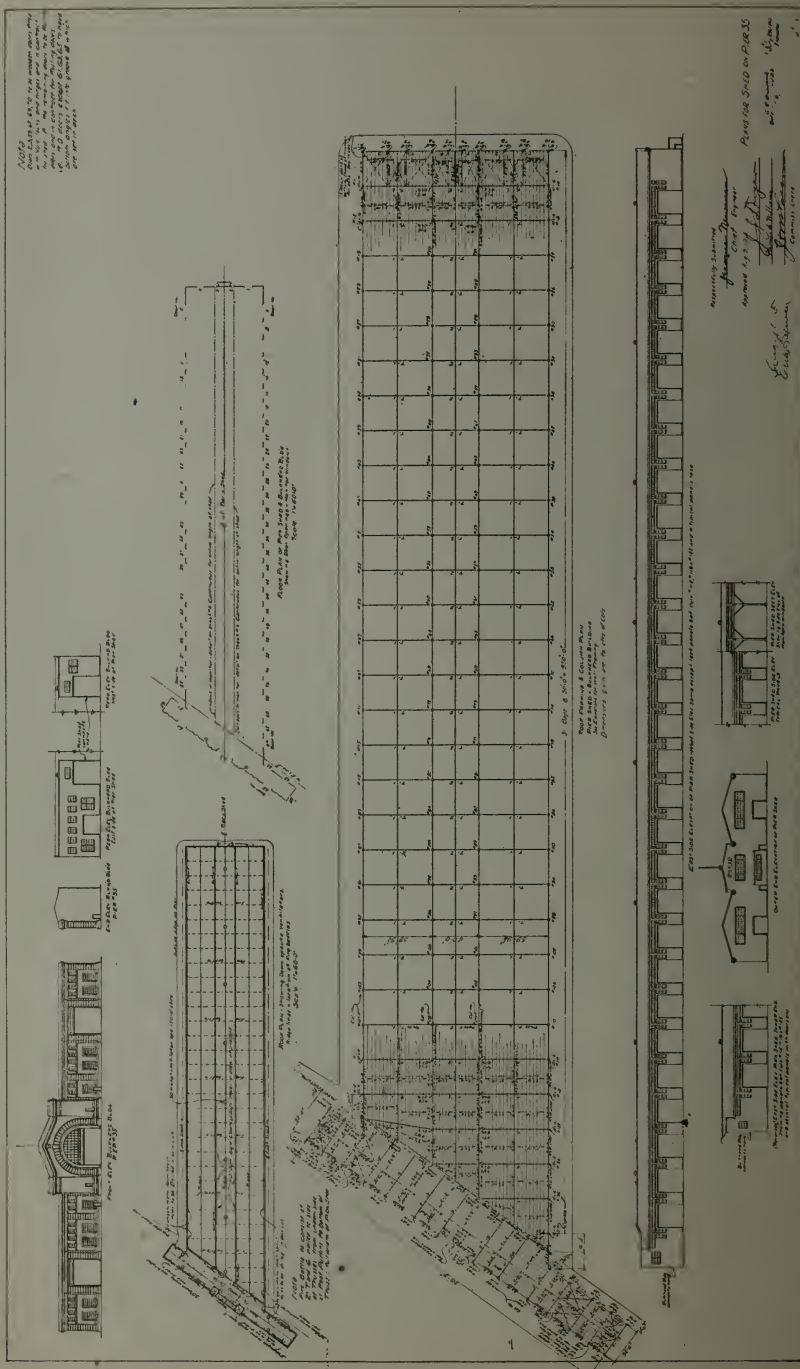
Pier 22 was completed in March, 1916.

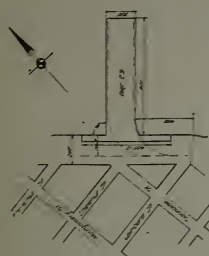
*Pier 20 extension.* In connection with the construction of piers 16 and 18 it was decided to lengthen Pier 20 (old number 12) in order to afford more berthing and storage space. A portion of the inner end of this pier had been removed to make room for the construction of section 9b of the seawall and after the extension had been completed the inner end was rebuilt and a new bulkhead building added of timber covered with cement plaster, uniform with the structure in front of piers 16 and 18.





PLANS FOR BULKHEAD BUILDING ON PIER 13

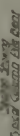
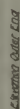
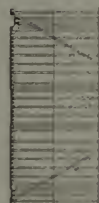
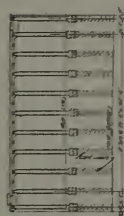
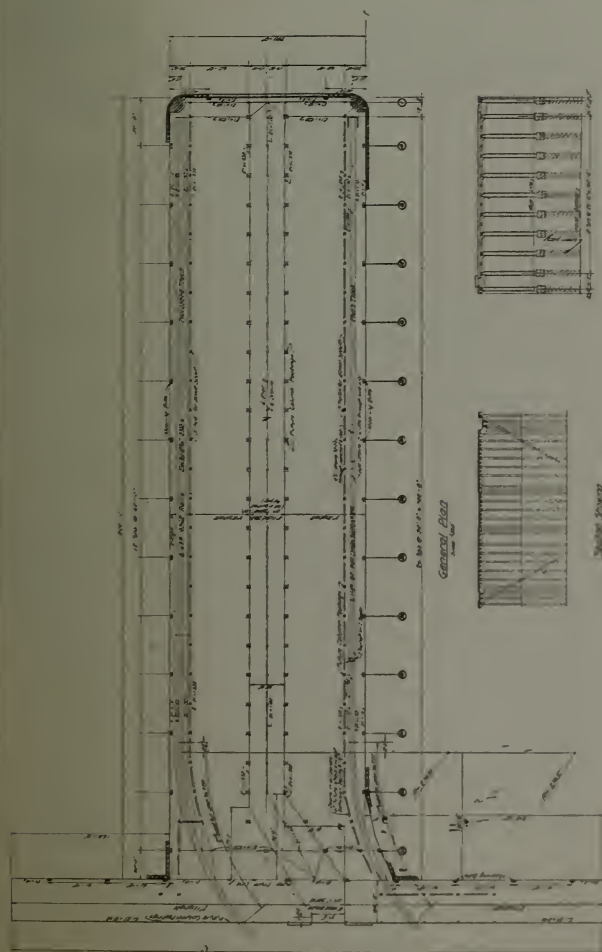




LONG 1967 REVIS

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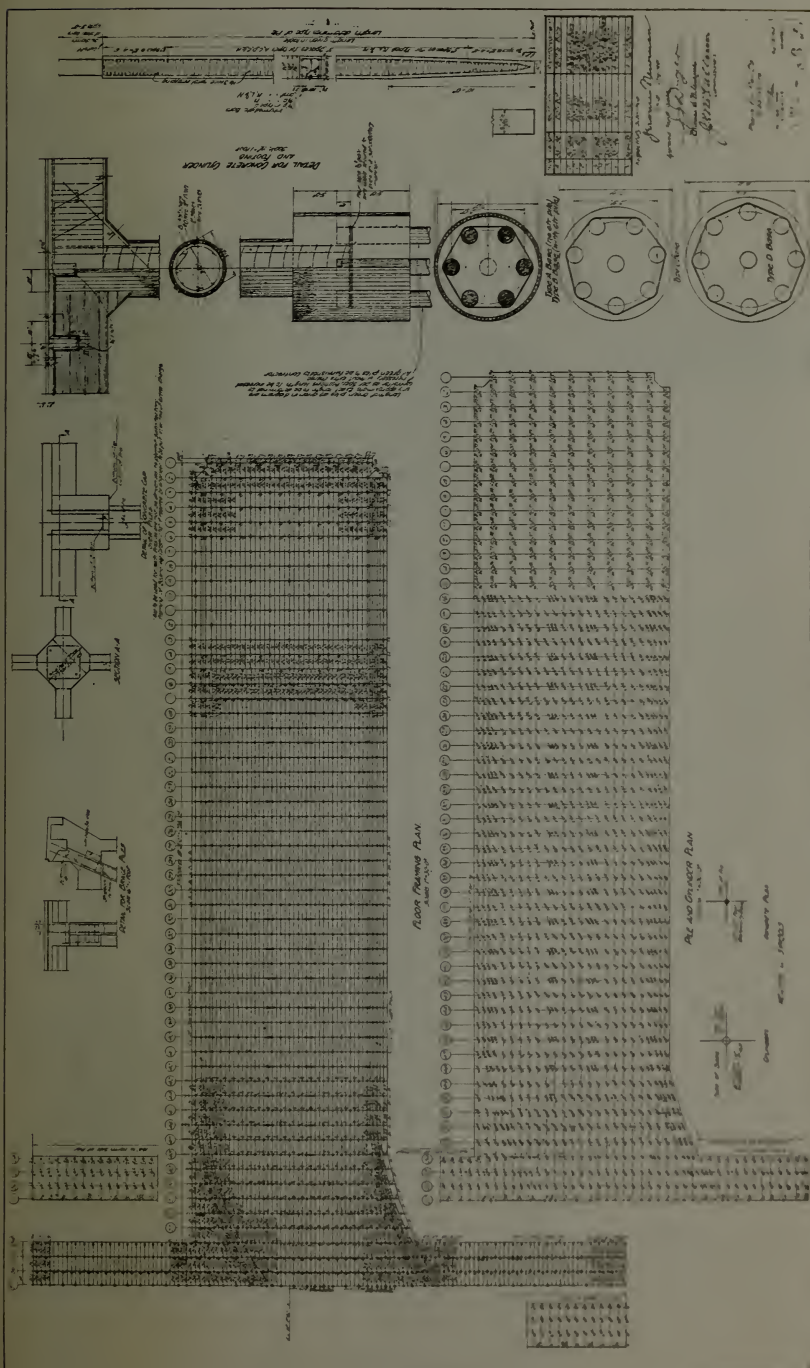
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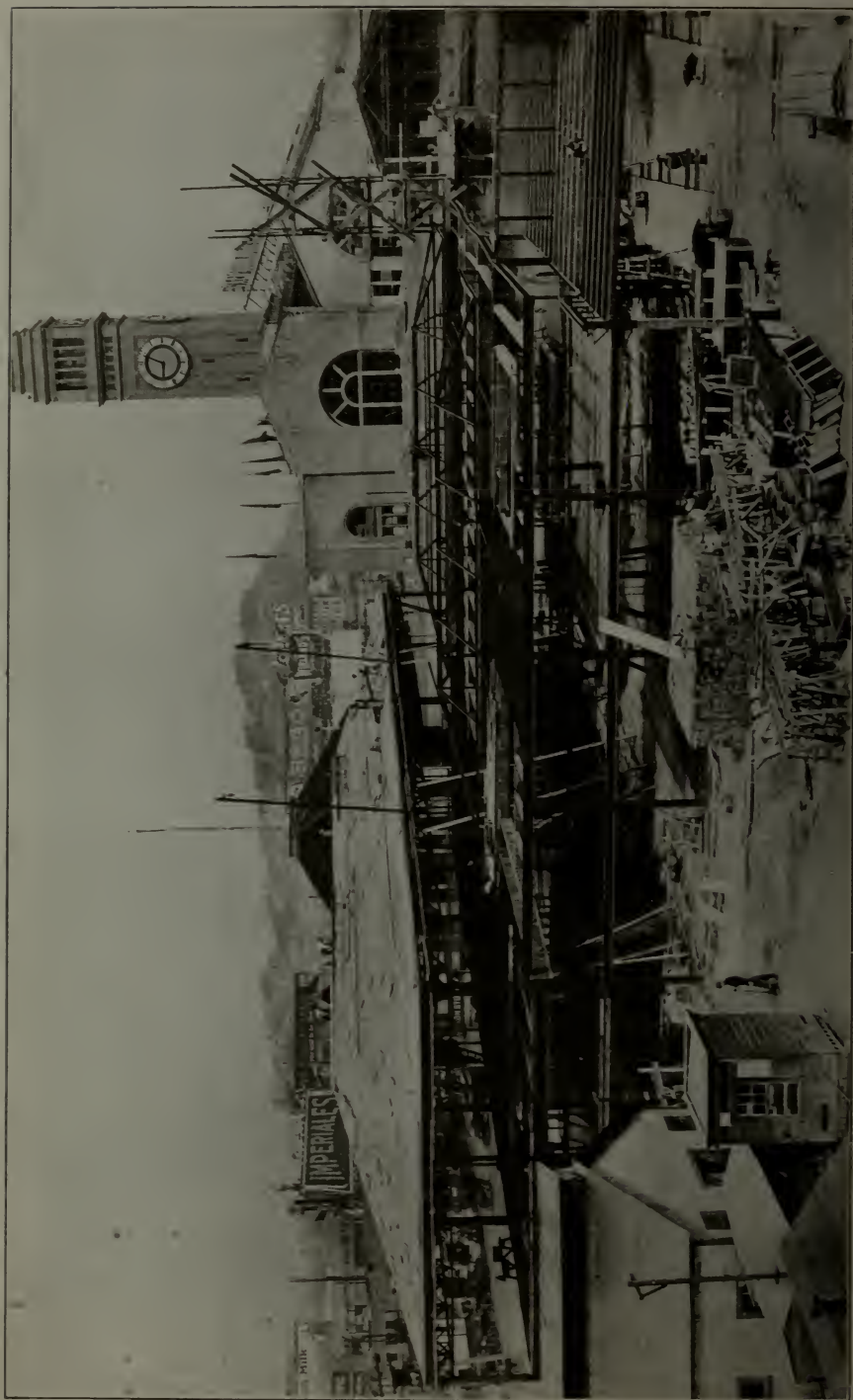
PLANS FOR PIER 29







PLANS AND DETAILS FOR PIER 29



U. S. POST-OFFICE BUILDING DURING CONSTRUCTION

The extension is 111 feet wide by 72 feet long, with a creosoted pile substructure and wooden deck and driveway. The flush track on the northerly side was extended with the pier.

This extension was completed in December, 1915.

*Piers 16 and 18.* Although built under separate contracts, these piers may be considered as one structure, as they are similar in plan and have a continuous bulkhead building between them and extending to the southerly side of Pier 20.

Each pier is 140 feet wide by 686 feet long, and has a creosoted pile substructure carrying a wooden deck covered with asphalt except in the driveway, which is paved with wood blocks, and is provided with two tracks, the northerly one being depressed and extending the entire length of the pier and the southerly one being a short flush track. The fender line is the usual creosoted pile type with untreated Oregon pine protection.

The piers are arranged for convenient handling of coastwise freight and passengers in conformity with the wishes of shipping men. There are side aprons for handling freight, and elevated landing bridges leading to galleries for the use of passengers.

The sheds are timber, 101 feet wide by 680 feet long, with steel rolling doors. As mentioned above, there is a continuous bulkhead building, 41 feet deep by 773 feet long from the northerly side of Pier 16 to the southerly side of Pier 20, containing work rooms, waiting and baggage rooms and offices of the company to which the piers are assigned.

Pier 16 was completed in May, 1915, and Pier 18, in June, 1915.

*Pier 29.* This pier is 200 feet wide by 800 feet long. The inner 600 feet is supported on reinforced concrete piles, the outer 200 feet on account of the depth of mud, on concrete cylinders resting on timber piles. The deck is of the usual transverse girder, longitudinal beam and slab type, covered with asphalt, except in the driveway, which is paved with wood blocks. There are two tracks, one on each side, the northerly one being depressed and the southerly one flush. The fender line is creosoted pile with untreated Oregon pine sheathing.

In addition to the pier, the contract included the construction of a section of reinforced concrete bulkhead wharf, 44 feet wide and 608 feet long, extending each side of the pier. This bulkhead wharf is similar in type to that described in connection with Pier 39 in the last biennial report.

Plans for a shed are being prepared and will be ready for contract when the pier is completed.

Pier 29 was 68 per cent completed June 30, 1916.

*Pier 35.* This pier is 200 feet wide, with an average length of 896 feet. The substructure is reinforced concrete piles, carrying a reinforced concrete deck covered with asphalt, except in the driveway,



which is paved with wood blocks. The northerly one of the two tracks is depressed, the southerly one flush. The fender line is similar in construction to that on Pier 29.

The construction of piers 35 and 29 presented some interesting problems in casting and driving reinforced concrete piles. The plans as originally prepared, called for 92-foot piles at the outer end, but before reaching this point, it was found that the unfavorable foundation required the use of longer piles and it was decided to substitute piles 106 feet long, 20 inches square and reinforced with eight one-inch bars. These very long and heavy piles, weighing 23 tons each, were successfully handled and driven and are believed to be the longest piles of this kind ever used.

The shed is timber, 160 feet wide and 900 feet long, covered with asbestos-protected metal, which material was selected on account of its fire-resisting qualities, and is fitted with steel rolling doors. There is a bulkhead building in front of the shed, 33 feet deep and 316 feet long, constructed of timber covered with cement plaster.

The contract for the pier included a section of reinforced concrete bulkhead wharf, 45 feet wide and 494 feet long, similar in type to that built at Pier 29.

Pier 35 was completed in June, 1916.

*Pier 37.* This pier is 200 feet wide, with an average length of 937 feet. It has a creosoted pile substructure carrying a wooden deck covered with asphalt with a wood block pavement in the driveway. There are two tracks, the northerly one being depressed, the southerly one flush. The fender line is of the standard creosoted pile type, similar to those on piers 29 and 35.

The shed is timber, 160 feet wide and 940 feet long, provided with steel rolling doors. There is a bulkhead building 33 feet deep by 348 feet long, of timber covered with cement plaster.

The contract for this pier also included the construction of a reinforced concrete bulkhead wharf 45 feet wide and 607 feet long of the same design as that used at Pier 29.

Pier 37 was completed in June, 1915.

#### Additions to Existing Piers.

*Pier 44.* In connection with the repairs to this pier which will be described under "Maintenance and Repairs," a new bulkhead wharf building 32 feet deep and 147 feet wide is to be constructed. This building is to be of timber, covered with cement plaster.

This addition was 5 per cent completed on June 30, 1916.

*Pier 38.* The center track originally built on this pier having proved unsatisfactory, it was decided to replace it by a depressed track on the northerly side. This required the construction of an addition, 20 feet



wide and 540 feet long, supported on creosoted piles, carrying a timber deck, covered with a seal coat of hot asphalt and coarse sand and having the standard creosoted pile fender line.

This addition was 2 per cent completed on June 30, 1916.

*Pier 7* (old number 9). In connection with the repairs to this pier, a new bulkhead wharf building, 30 feet deep and 300 feet long, was constructed; this is timber covered with cement plaster. To adapt the pier for coastwise traffic, new cargo aprons, passenger bridges and an elevated gallery were also added.

A reinforced concrete bulkhead wharf, 44 feet wide and 363 feet long, was built under the same contract as the bulkhead wharf building; this wharf is of the same type as the one at Pier 29.

The addition to Pier 7 was 85 per cent completed on June 30, 1916.

*Pier 11* (old number 13). Under the contract for repairing this pier, extensive additions were made, consisting of an extension to the shed, a bulkhead wharf building, a depressed track on the northerly side and a section of reinforced concrete bulkhead wharf.

The old shed which covered only the outer half of the pier, was extended over the inner half for 416 feet and a timber bulkhead wharf building 30 feet deep and 126 feet long, covered with cement plaster was added.

The addition for the depressed track is 18 feet wide and 800 feet long; the substructure is creosoted piling, carrying a timber deck covered with bituminous concrete.

The concrete bulkhead wharf is 44 feet wide and 363 feet deep and similar in design to the one at Pier 29.

These additions were 50 per cent completed on June 30, 1916.

#### Projected Work.

Plans for new work are in course of preparation as follows:

Track and addition to Pier 40, to replace the present center track; these are 90 per cent completed.

Pier 3 to replace present Pier 5, with adjacent bulkhead wharf, 50 per cent completed.

Bulkhead wharf buildings at new Pier 3; these are 30 per cent completed.

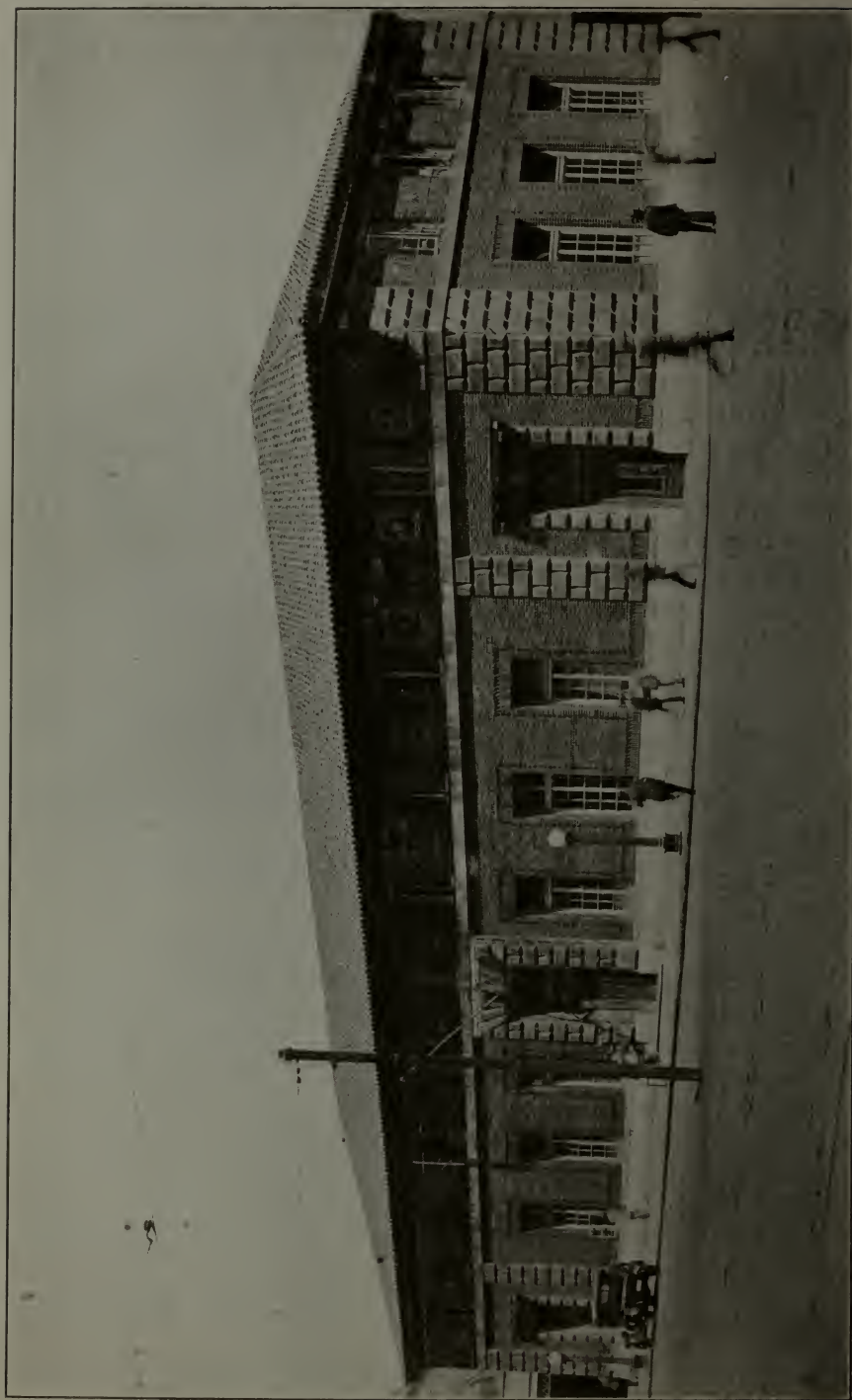
Shed on Pier 29; these are 5 per cent completed.

Pier 31, north of Pier 29; these are 10 per cent completed.

Bulkhead wharf between piers 29 and 31; these are 5 per cent completed.

Bulkhead wharf buildings at piers 29 and 31; these are 10 per cent completed.

Extension of southerly dolphin of car ferry slips; these are completed and ready for contract.



U. S. POST OFFICE. FERRY STATION

## 2. Maintenance and Repairs.

In accordance with the practice of the board, the ordinary repairs to piers, wharves and slips have been made by the state force. Several contracts were let for large repair jobs on various piers, together with additions to these structures, which latter have been described under the head of "Construction."

The piers to which repairs were made by contract are Nos. 44, 7 (old number 9), 9 (old number 11), 11 (old number 13), 19, 21, and 23. Of these, Nos. 44, 7, 11, 13, 19, 21, and 23 are concrete cylinder piers, built by the old method of depositing concrete in water, and were in bad condition. The repairs to these piers were made by taking down and removing the defective cylinders and replacing them with creosoted piles, which will insure a further useful life of about 15 years. Pier 9 is a creosoted pile structure, and the repairs were made by driving the necessary new piles.

In all cases, the decks were repaired at the same time as the sub-structure and, where possible, were covered with asphalt or bituminous concrete.

The cylinders supporting the main and side aprons in Ferry Slips 1 and 2 were examined by divers and found to be in a dangerous condition. These cylinders were of the old type and plans for replacing them with concrete piles have been completed and arrangements made to have the work done partly by state forces and partly by contract.

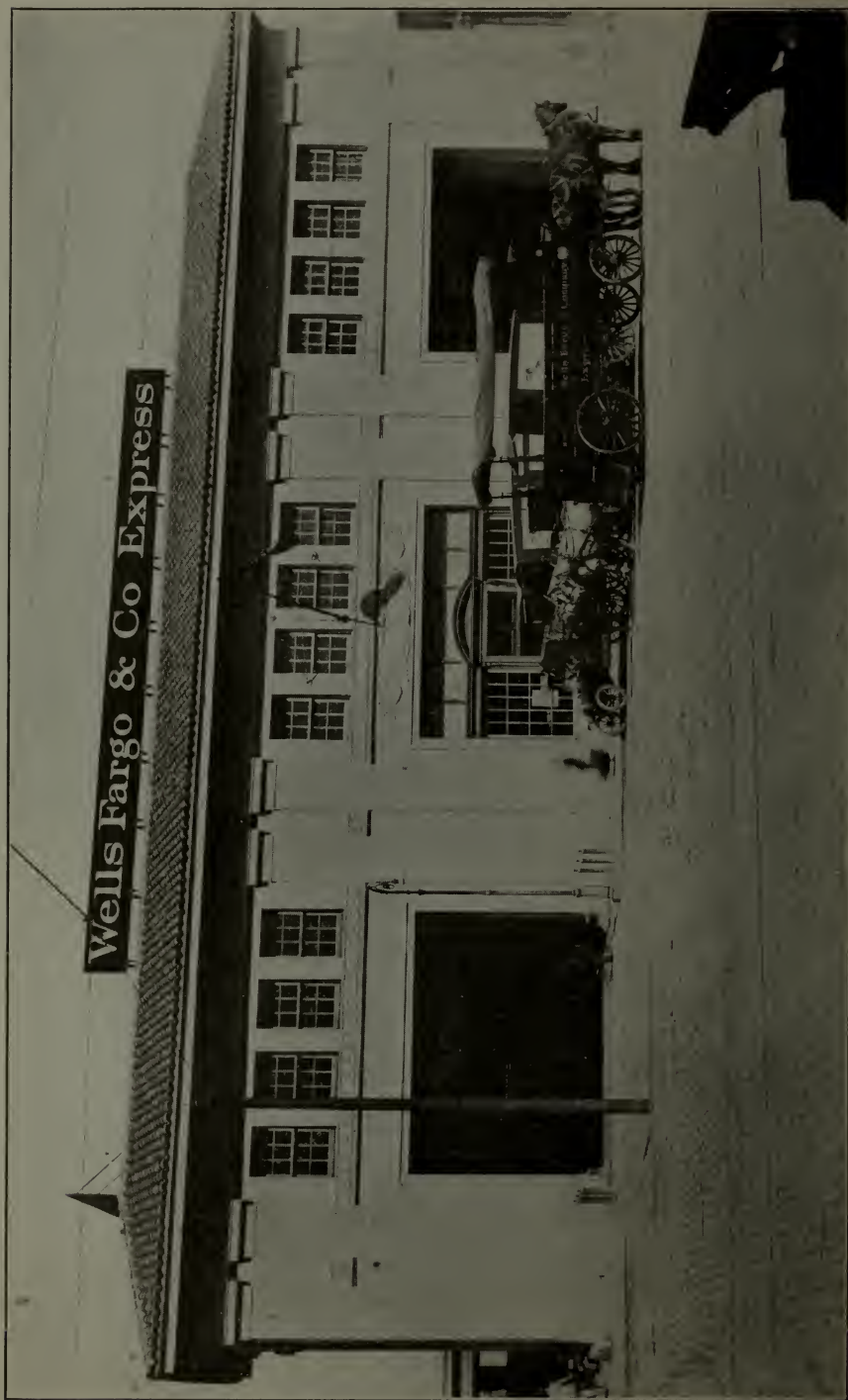
The steel rolling doors on piers constructed some years ago are in need of repainting, and contracts are to be let for cleaning and repainting them as opportunity offers.

## 3. Belt Railroad.

Owing to the increased mileage and consequent large amount of traffic on the Belt Railroad, the work of maintenance has become heavier, and the track-laying force has been busily employed. In addition to ordinary maintenance, numerous turnouts have been laid to new piers and new tracks built on existing piers when requested by the tenants. As mentioned in the last report, all piers of sufficient width are provided with two tracks, one surface and one depressed, those not wide enough for two tracks having only one. Latterly the occupants of piers have shown a decided preference for depressed tracks, and it would seem that this type should be considered standard, to be departed from only on the request of the user.

The extension to the Transport docks was completed October 29, 1914, and has been rendering good service since that date. The federal government is considering an extension of this line, and negotiations for right of way have been begun.





WELLS FARGO &amp; COMPANY EXPRESS BUILDING

#### 4. Ferry Slips and Buildings.

Passenger Slips 7, 9, and 10, described in the last report, were completed as planned in January, 1915.

The car ferry slips also described in the last report were completed in December, 1914.

The buildings described, viz: Ferry Building extension, post office, and Wells, Fargo and Company's building have also been completed, as follows:

Ferry Building extension in February, 1915.

Post office in August, 1915.

Wells, Fargo and Company's building in May, 1915.

The Ferry Building extension which contains baggage rooms used by the Southern Pacific and the Western Pacific was very useful during the Exposition period in taking care of visitors, and the post office now handles practically all mail for the business section, saving time in collection and delivery and expense in distribution.

In addition to the buildings enumerated above, several others have been constructed for various purposes, as follows:

A fire house for the use of the San Francisco fire department, located on the bulkhead wharf between Piers 22 and 24. This is a two-story timber building, 38 feet by 62 feet in size, covered with cement plaster and containing a garage for a motor-drive fire engine with living and sleeping rooms for the company. This building was completed in April, 1915.

A building for the use of the launch companies, located on the bulkhead north of Pier 16 and containing storerooms and offices. This building is 20 feet by 164 feet in size, is constructed of timber and covered with cement plaster. It was completed in March, 1916.

A small ticket office for the Southern Pacific Creek Route ferry, 21 feet by 30 feet in size, of timber covered with cement plaster. This was completed in January, 1916.

A timber shed for the American Express Company on the dolphin between Slips 9 and 10. The front portion is 60 feet by 100 feet, the rear, 65 feet by an average width of 82 feet. This was completed in August, 1915.

#### 5. Street Work and Maintenance.

On account of the increase in vehicular traffic during the last two years, the paving force has been extremely busy on repair work. In addition to this, a considerable amount of new work has been done by contract, as follows:

Sewering and paving the southerly half of Bryant street between Main and Spear streets and the easterly half of Spear street from The Embarcadero to near Harrison street, mentioned in the last report. This was completed in November, 1914.





LAUNCH OFFICES

Sewering and paving The Embarcadero from Pier 34 to Pier 26, also mentioned in the last report. This was completed in September, 1914.

Paving the approaches to The Embarcadero on Main and Fremont streets, completed in November, 1914.

Laying an asphalt sidewalk from Pier 3 to Pier 13, completed in December, 1914.

Paving Jefferson street between Leavenworth and Hyde streets, completed in April, 1915.

Paving that portion of The Embarcadero between Market and Folsom streets reclaimed by the construction of the seawall and laying a concrete sidewalk to south of the post office. To provide for settlement, the pavement was constructed of bituminous macadam, the intention being to replace it with permanent material when the subsidence has stopped. This work was completed in December, 1915.

Paving The Embarcadero between Brannan and Harrison streets, completed in February, 1916.

Laying an asphalt sidewalk on the east side of Sansome street, between Lombard and Chestnut streets, completed in January, 1916.

#### 6. Electrical Department.

The electrical department during the past two years has been continuing the work of extending the underground system of state wires, both for lighting and signal purposes.

The electric lighting system along The Embarcadero has been extended from Pier 22 northerly to the Ferry Building, and from Pier 27 northerly to the car ferry slips at the foot of Mason street; 25 additional electroliers have been installed between Pier 22 and the Ferry Building and 30 are being placed north of Pier 27. When the installation of the latter is completed, there will be a continuous line of high efficiency electroliers, 140 in number, from Channel street to Mason street, directly controlled from the central switchboard in the Ferry Building.

Pier illumination has been greatly improved by the substitution of the new nitrogen lamp for the old style Mazda type, and Piers 24, 22, 20, 18, 16, 9, 35, and 37, the post office, Wells Fargo and Company's building, American Express Company's office, launch offices and the fire house have been wired.

The lighting of the Ferry Building, which was quite unsatisfactory, has been bettered by the introduction of a system of indirect lighting, which has also been installed in the post office and other buildings in the vicinity.

The underground conduit system for Harbor Commission wires, which is planned between Channel and Mason streets, has been extended to Pier 11 from Harrison street, conduits are now being placed in Sections 2 and 3 of the seawall, and the section from Pier 11 to Mason street is about 75 per cent completed.



INTERIOR OF SHED. PIER 16



In conformity with plans adopted some years ago, all poles and overhead wires, with the exception of those owned by the street railroads, have been placed underground.

Twenty-two new fire boxes have been authorized and are being installed on The Embarcadero; these are connected with the fire alarm system of the city.

A new system of 39 fire alarm boxes has also been installed in the Ferry Building, and is to be connected with the city's system.

The remote control system has been enlarged to include all street and pier lighting between the Channel and Mason streets.

#### **Tugs and Dredgers.**

Besides the routine work of dredging, this department has been engaged in pulling piles at the sites of new piers before and after completion.

As mentioned in the last report, the equipment, owing to its age, entails excessive cost of maintenance, which is growing larger yearly, and the time will soon arrive when, as a matter of economy, its replacement should be considered. This is particularly the case with scows at present in use, some of which are 30 years old, and have been in service continuously.

#### **Testing Department.**

Since the last report, the testing laboratory has increased in size and equipment. The installation of the 150,000-pound machine has rendered possible the physical testing of all structural metals, concrete, brick, etc., in addition to which the local shop inspection of structural steel has also been handled.

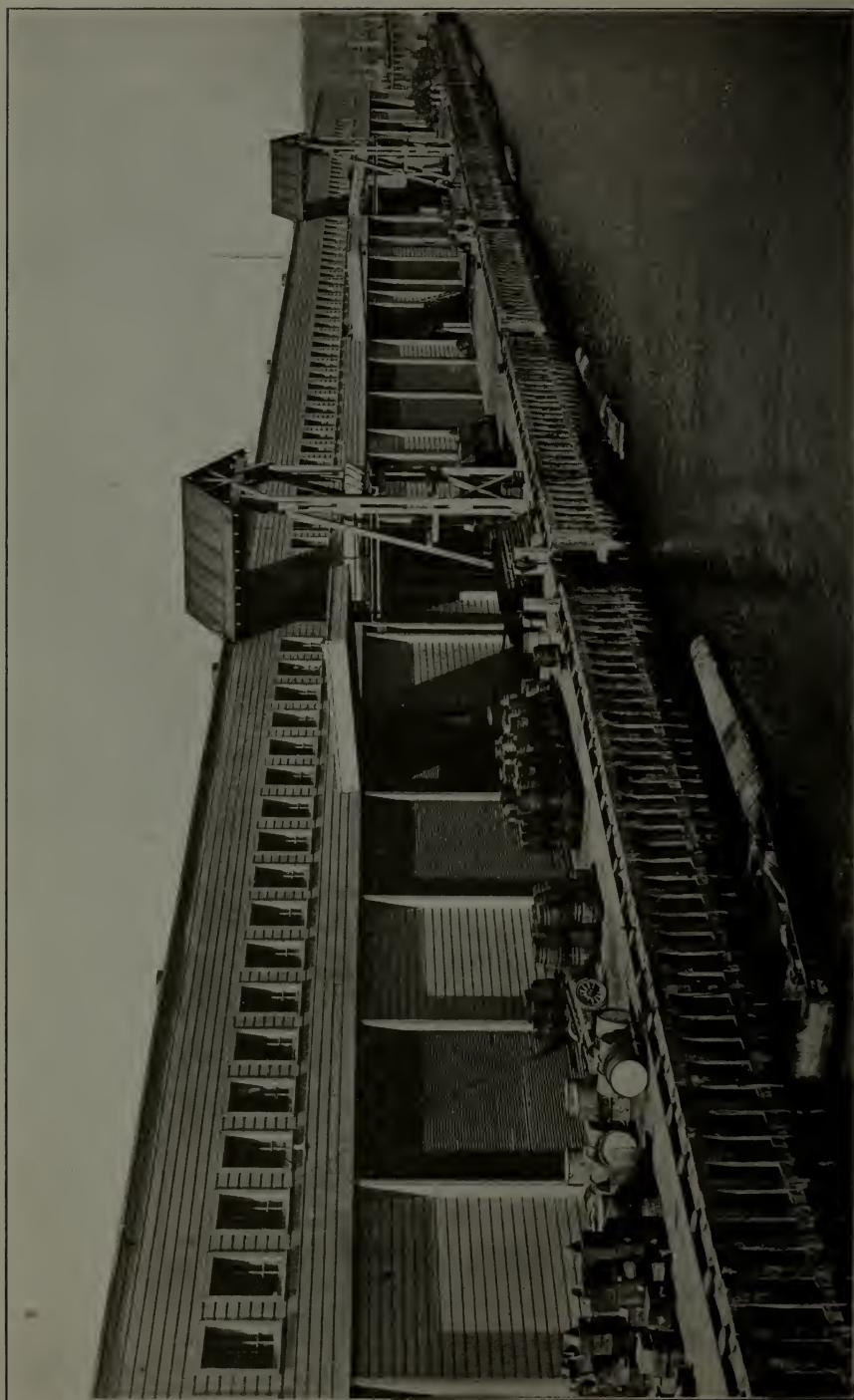
An important part of the work of this department has been the investigation of asphaltic cements, asphaltic concrete, prepared roofing, saturated felts and paints for structural steel, wood and concrete. The work of the department along these lines has saved the state many thousands of dollars, and it would be extremely unwise to curtail this work, as proposed, by the reduction or elimination of the force employed.

In addition to the regular work of the Harbor Commission, numerous tests have been made for the State Department of Engineering and the Highway Commission; these tests have been made without charge, and have been of material assistance to the two departments.

Respectfully,

JEROME NEWMAN,  
Chief Engineer.





PIER 16. SOUTH SIDE

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**PART III.**

Report of the Attorney.

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PIER 18. NORTH SIDE

## REPORT OF THE ATTORNEY.

SAN FRANCISCO, July 1, 1916.

*To The Honorable, THE BOARD OF STATE HARBOR COMMISSIONERS.*

GENTLEMEN: Herewith please find my report from the first day of July, 1914, to date.

During that time I have submitted to the board 16 written opinions and have rendered many verbal ones. I have drawn 53 contracts, involving a total sum of \$2,106,688.25, exclusive of the amounts contracted to be paid for oil, lumber, street cleaning and electric light and power.

I make the following report on actions to which your board was party:

1. *Henry Cowell Lime and Cement Company vs. State of California and the present members of the Board of State Harbor Commissioners.* Action brought in the superior court to enjoin the board from entering upon 12 feet claimed by the plaintiff as the easterly line of its property at Market street and The Embarcadero, and claimed by the board to be a portion of the westerly line of The Embarcadero. The board has answered and filed a cross complaint in ejectment and the action is still pending.

2. *Johan Alfred Matsson vs. State of California and members of the present and former Board of State Harbor Commissioners as such members and individually.* An action to recover \$35,533.00 on account of the death of plaintiff's son, caused by his being struck by a train of cars on the Belt Railway. The case was disposed of by the legislature appropriating the sum of \$1,000.00, which was paid to the plaintiff.

3. *People of the State of California, ex rel. Board of State Harbor Commissioners vs. Southern Pacific Company, a corporation.* Three separate actions in ejectment to recover possession of five parcels of land on the northerly side of Channel street between Fifth and Sixth streets. A motion for nonsuit was granted by Judge G. A. Sturtevant and the cases are now pending on appeal taken by your board to the supreme court of the state of California.

4. *People of the State of California, ex rel. Board of State Harbor Commissioners, vs. Gray Bros. Crushed Rock Co., and the Aetna Indemnity Company of Hartford, Conn.* On October 28, 1913, judgment was rendered in the superior court in favor of the board and against the said defendants. The Aetna Indemnity Company is insolvent. On November 17, 1913, a claim on the judgment was presented to the receiver in insolvency at Hartford, Conn., supplemental to the claim that was presented prior to the judgment. No dividend has yet been declared by the receiver.

5. *People of the State of California, ex rel. Board of State Harbor Commissioners, vs. 145 defendants, being owners of individual parcels*





PIER 24

of land constituting property north of India Basin and extending to Islais Creek. An action in condemnation, now under submission to Judge Seawell for decision.

6. *W. A. Brown vs. Board of State Harbor Commissioners.* An action for reinstatement to the office of wharfinger. Judgment was rendered in favor of the board, from which judgment the plaintiff appealed, and the supreme court finally disposed of the matter by sustaining the judgment of the lower court.

7. *People of the State of California, ex rel. Board of State Harbor Commissioners, vs. Russell J. Coggeshall, Geneva C. Curtis, H. D. Curtis, J. J. Roche, Mary A. Junge, Hans Christian Junge, The Atchison, Topeka and Santa Fe Railway Co., Christine Catherine Luhrs Webster, Walter B. Webster, Samuel W. Holladay, Georgiana C. O. Holladay, Ord Preston, Robert N. Risdon, City and County of San Francisco, George W. Junge, Union Trust Company of New York, and Central Trust Company of New York.* An action to condemn four parcels of real property at Harrison and Spear streets. Judgment in condemnation was obtained and the total damages assessed at \$58,597.95, which amount was paid to the several owners according to their interests, and deeds obtained from them, recorded and, together with the policy of title insurance issued by the Title Insurance and Guaranty Company, sent to the Secretary of State, to be kept in the archives of his office. The property involved now constitutes part of The Embarcadero in the vicinity mentioned.

8. *Acme Lumber Company vs. Daniel A. Ryan, members of the Board of State Harbor Commissioners, etc., et al.* Action in forcible entry and detainer involving Potrero Nuevo Block No. 523, and which is still pending in the superior court. This block is included in the 63 blocks involved in the condemnation suit, our contention being that it belongs to the state. A right-of-way over it was granted in 1868 to the Western Pacific and Southern Pacific railroad companies, but never used. The fee, however, is claimed by the Southern Pacific Company.

On December 10, 1914, charges were filed against *James Coleman Maher*, engineer on the Tug "Gov. Irwin," for incompetency and inefficiency. A hearing was had before Civil Service Commissioner Reed on December 31, 1914, and said Maher found guilty of the charges against him and discharged.

*David R. Pettingell vs. Board of State Harbor Commissioners.* Application before the Industrial Accident Commission for workmen's compensation. It was determined that Pettingell's injuries were not due to anything that happened during the discharge of his duties as an employee of the board, and judgment was rendered for the board.

Respectfully submitted.

DANIEL A. RYAN.



FIRE HOUSE BETWEEN PIERS 24 AND 26

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**PART IV.**

Report of Superintendent of Belt Railroad.

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TESTING MACHINES IN LABORATORY

## REPORT OF SUPERINTENDENT OF BELT RAILROAD.

SAN FRANCISCO, July 1, 1916.

*To The Honorable BOARD OF STATE HARBOR COMMISSIONERS.**San Francisco, California.*

GENTLEMEN: I herewith submit the biennial report of the operation of the Belt Railroad for the fiscal years beginning July 1, 1914, and ending June 30, 1916.

*Operation.* During the past two years the Belt Railroad has been operated continuously 24 hours daily. Through the slack season eight train crews have worked in three eight-hour shifts. At present, owing to the unusual amount of foreign shipments, there are 12 crews working three shifts daily of eight hours each.

One small engine (No. 2) has been sold, and one new standard six-wheel switching engine purchased. All equipment is in good working condition. The Belt Railroad shop force have kept in repair all locomotives and cars.

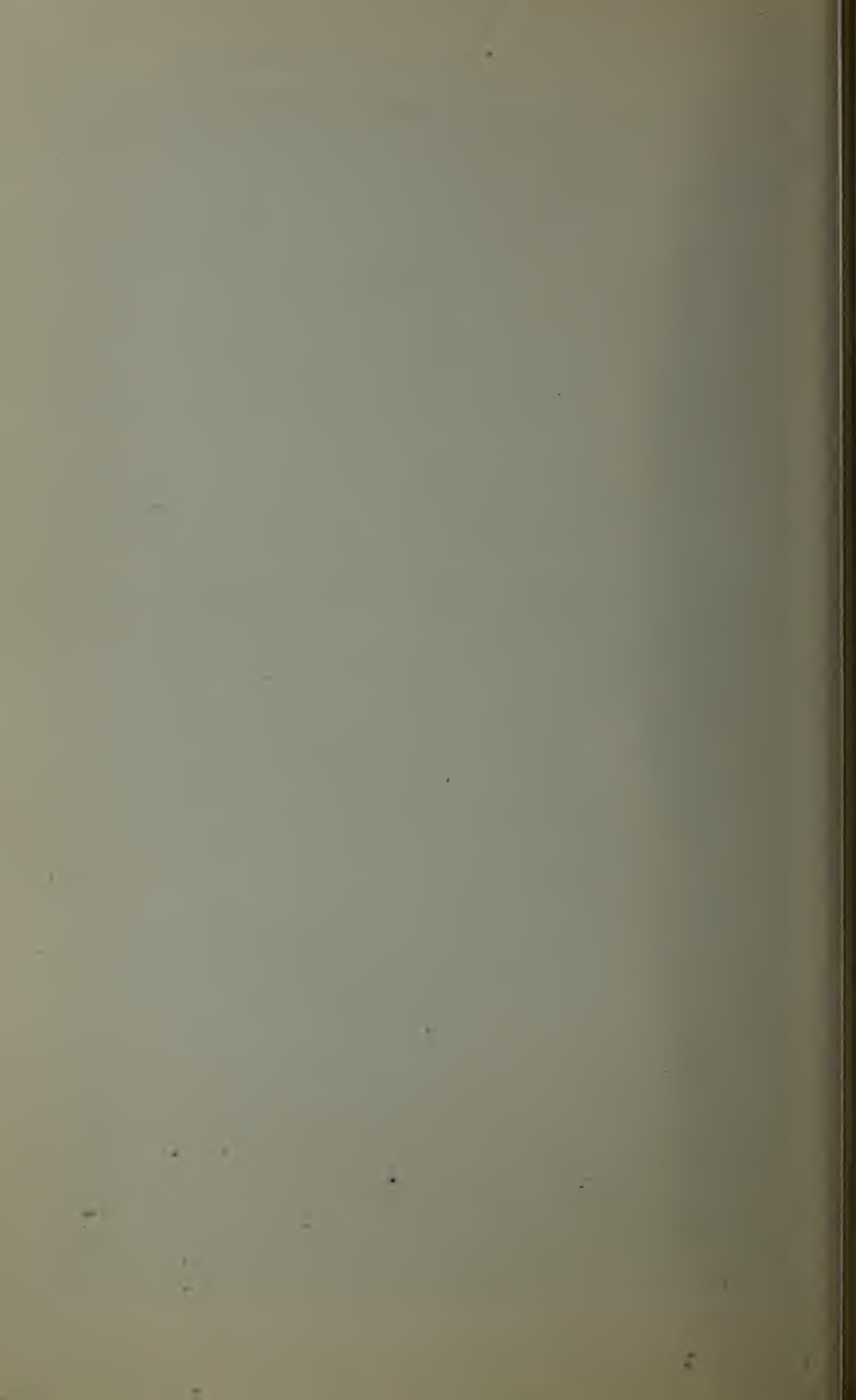
The business has increased to such an extent that the question of yard room has become serious. On quite a number of occasions we have had to stop the delivery of cars from connecting railroads on account of car congestion on both northern and southern divisions.

*Construction.* Storage tracks have been increased on Seawall Lots 1 and 2, and a new spur track constructed on Jefferson street between Jones and Hyde streets. Tracks have been constructed on Piers 15, 16, 18, 20, 22, 24, 35, 37 and 38, and on Seawall Lot 20. The maintenance of way force have constructed the new tracks, and made all repairs to other belt line tracks.

*Recommendation.* On account of the steady increase of business and new industries south of Channel street on the bay shore, I recommend that the Belt Railroad be extended as far south, at least, as Butchertown.

Respectfully submitted.

F. A. STEVENS.



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PART V.

Report of the Secretary.

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## REPORT OF THE SECRETARY.

SAN FRANCISCO, July 1, 1916.

*To The Honorable* THE BOARD OF STATE HARBOR COMMISSIONERS.

GENTLEMEN: As provided by law, I am attaching my report for the biennial period from July 1, 1914, to June 30, 1916.

This report is comprised of the following:

Account I.—Comparative balance sheet.

Schedule A—Analysis of accounts receivable.

Schedule B—Analysis of claims payable.

Schedule C—Analysis of fixed assets—Properties, new construction, etc.

Schedule D—Analysis of fixed assets—Equipment.

Account II.—Comparative revenue and expense statement.

Schedule A—Analysis of revenue from operation.

Schedule B—Analysis of cost of operation.

Schedule C—Analysis of revenue from switching.

Account III.—Fort Mason tunnel account.

The contract work completed since June 30, 1914, and that under way June 30, 1916.

Your attention is particularly directed to the more prosperous condition at June 30, 1916, than at June 30, 1915. This is reflected in Account I, which shows an increase in surplus from \$6,639,386.46 to \$7,812,879.72.

Of further interest in this account is the increase of the fixed assets by \$927,889.34, and a reduction of the bonds liability by the redemption of 868 bonds of the San Francisco Seawall issue.

This prosperous condition is further illustrated by Schedule A to Account I. Gross revenue for the second half over the first half of the biennial period increased approximately 12.2 per cent, yet the uncollected accounts at June 30, 1916, were only 3.2 per cent greater than at June 30, 1915, and the accounts over six months old still uncollected were only 1.5 per cent of the whole at June 30, 1916, as against 4 per cent at June 30, 1915.

In Account II and its supporting schedules you will find especial interest. I have shown here how the net revenue for the second half of the period under review was \$431,024.28, as against \$304,645.98 for the first half, which permitted the subtraction, as extraordinary deductions, of the losses sustained at Piers 5 and 46, but still leaving an increase at June 30, 1916, over June 30, 1915.

I have made Account III a part of my report because the conditions surrounding the construction of the Fort Mason tunnel were different from those which usually surround new construction undertaken by you,

owing to the fact that you were permitted by the United States government to charge a toll on every car passing through the tunnel to repay the cost plus interest of that part of the construction within the Fort Mason military reservation.

It might naturally be expected that from the date of acceptance, October 22, 1914, to June 30, 1915, during which time the Exposition was nearing completion, exhibits were moving in, and the Exposition was opened, the revenues would be large. As a matter of fact, this account shows that in that time there was not enough earned to even pay the interest, while in the fiscal year following there was earned enough to cover the deficit from the previous period, the interest for that period, and to apply the balance on the original cost.

In conclusion, I may say that you will find the various accounts and schedules fully cover the financial transactions of this biennial period and that no further comment is needed.

Respectfully submitted.

LEO V. MERLE, JR.,  
Secretary.

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PART VI.

Financial Statistics.

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ACCOUNT  
Comparative Balance Sheet as of

Assets	June 30, 1915	
Current -----		\$1,580,350 64
Cash -----	\$1,312,163 11	
San Francisco Harbor Improve- ment Fund -----	\$209,708 99	
Second San Francisco Seawall Fund -----	1,096,961 24	
San Francisco Seawall Fund -----	5,492 88	
Accounts receivable -----	109,377 99	
Insurance receivable (see footnote) -----		
Inventory—materials and supplies -----	158,809 54	
Deferred charges to operation -----		3,758 37
Fire insurance premium prepaid -----	\$3,191 30	
Undistributed expense -----	567 07	
Contingent -----		9,035 83
Revenues assessed at Army Street Wharf not collected because of litigation.		
Fixed -----		16,444,930 56
Properties, real estate purchased, new construction, etc., cost or inventory values -----	\$16,113,543 23	
Equipment—cost or inventory value -----	331,387 33	
Trust funds -----		913,664 76
San Francisco Seawall Sinking Fund —State Treasurer trustee -----	\$775,099 51	
Second San Francisco Seawall Sink- ing Fund—State Treasurer trustee -----	138,300 00	
Guarantee deposits with American National Bank -----	265 25	
Total of assets -----		\$18,951,740 16

\*Indicates decrease.

I.

June 30, 1915, and June 30, 1916.

June 30, 1916			Increase or decrease	
	\$1,807,590 35			*\$272,760 29
	\$1,052,231 50		*\$259,931 61	
\$449,856 97		\$240,147 98		
596,881 65		*500,079 59		
5,492 88				
	112,803 69		3,425 70	
	41,794 87		41,794 87	
	100,760 29		*58,049 25	
	13,066 83			9,308 46
	\$13,066 83		\$9,875 53	
			*567 07	
	13,111 22			4,075 39
	17,372,819 90			927,889 34
	\$17,015,373 56		\$901,830 33	
	357,446 34		26,059 01	
	224,453 81			*689,210 95
	\$74,165 56		*\$700,933 95	
	150,000 00		11,700 00	
	288 25		23 00	
	\$18,931,042 11			*\$20,698 05

ACCOUNT  
Comparative Balance Sheet as of

Liabilities	June 30, 1915		
Current -----			\$320,619 01
Claims payable -----		\$318,136 43	
San Francisco Harbor Improve- ment Fund -----	\$107,085 15		
Second San Francisco Seawall Fund -----	211,051 28		
Award—Industrial Accident Commis- sion -----		2,482 58	
Deferred -----			903,103 68
Prepaid rents -----		\$561,468 68	
Commission on sale of bonds author- ized, Chapter 628, Statutes 1913 -----		341,635 00	
Bonded debt -----			10,098,000 00
San Francisco Seawall issue -----		\$1,800,000 00	
Authorized -----	\$2,000,000 00		
Less bonds redeemed -----	200,000 00		
Second San Francisco Seawall issue -----		\$8,298,000 00	
Authorized -----	\$9,000,000 00		
Less unissued -----	702,000 00		
Sinking Fund reserves -----			990,365 76
Redemption of bonds -----		\$788,405 76	
San Francisco Seawall issue -----	\$788,405 76		
Second San Francisco Seawall issue -----			
Accrued interest -----		\$201,960 00	
San Francisco Seawall issue -----	\$36,000 00		
Second San Francisco Seawall issue -----	165,960 00		
Trust fund reserves -----			265 25
Deposits guaranteeing street work -----		200 00	
Deposits for police badges -----		65 25	
Total liabilities -----			\$12,312,353 70
Excess of assets or surplus -----			6,639,386 46
Total liabilities and surplus -----			\$18,951,740 16

\*Indicates decrease.

NOTE.—Represents the adjusted amount of insurance due the commission for the fire loss sustained at Pier 46 on June 4, 1916. This amount was settled in full in the month of July, 1916.

I—Continued.

June 30, 1915, and June 30, 1916.

June 30, 1916		Increase or decrease		
	\$175,371 62			*\$145,247 39
	\$173,669 04		*\$144,467 39	
\$134,999 59		\$27,914 44		
38,669 45		*172,381 83		
	1,702 58		*780 00	
	743,533 91			*159,569 77
	\$497,238 91		*\$64,229 77	
	246,295 00		*95,340 00	
	9,932,000 00			*166,000 00
	\$932,000 00		*\$868,000 00	
\$2,000,000 00				
1,068,000 00				
	9,000,000 00		702,000 00	
\$9,000,000 00				
	266,968 61			*723,397 15
	\$68,328 61		*\$720,077 15	
\$68,328 61				
	198,640 00		*3,320 00	
\$18,640 00				
180,000 00				
	288 25			23 00
	\$200 00			
	88 25			
	\$11,118,162 39			*\$1,194,191 31
	7,812,879 72			1,173,493 26
	\$18,931,042 11			*\$20,698 05



## ACCOUNT I

## Analysis of Accounts Received as

	Total		June accounts outstanding		May accounts outstanding	
	June 30, 1915	June 30, 1916	June 30, 1915	June 30, 1916	June 30, 1915	June 30, 1916
Dockage accounts .....	\$18,530 85	\$15,523 85	\$16,193 75	\$13,225 25	\$425 15	\$1,256 00
Percentage unpaid dockage .....			87.4	85.1	02.3	08.1
Tolls accounts .....	37,342 54	33,660 72	35,298 45	32,782 17	1,107 90	699 85
Percentage of unpaid tolls .....			91.5	97.3	02.9	02.1
Switching accounts .....	27,749 00	43,392 53	17,681 75	29,837 50	8,735 75	13,237 50
Percentage unpaid switching .....			63.7	68.8	31.5	30.6
Sales and charges accounts .....	15,788 45	9,657 20	13,559 77	9,346 38	32 64	-----
Percentage of unpaid sales and charges .....			85.9	96.8	00.2	-----
Rent accounts .....	9,937 15	10,569 33	7,220 59	4,746 01	564 96	2,908 25
Percentage of unpaid rent .....			72.4	44.9	05.7	27.6
Total per Account I .....	\$109,377 99	\$112,803 69	\$89,954 31	\$89,937 31	\$10,866 40	\$18,121 60
Percentage of total .....			82.3	79.7	09.9	16.1

NOTE.—The increase in rents uncollected for the months of April and May, 1916, over 1915 is due to the fact that in 1916 the new contract with the United States Post Office Department was effective which provided that rental for their assignment is payable quarterly in arrears at the rate of \$2,500.00 per month.

The month of June reflects a greater amount uncollected than any other month because practically all the charges for revenue for any particular month are billed after the close of the month for which they are assessed.

## ACCOUNT I

## Analysis of Claims Payable as of

	Total		June items unpaid	
	June 30, 1915	June 30, 1916	June 30, 1915	June 30, 1916
Payable from—				
San Francisco Harbor Improvement Fund .....	\$107,085 15	\$134,999 59	\$74,250 15	\$101,774 00
Second San Francisco Seawall Fund .....	211,051 28	38,069 45	157,213 82	35,063 83
Total per Account I .....	\$318,136 43	\$173,069 04	\$231,463 97	\$136,837 83
Percentage of total .....			72.8	78.7

NOTE.—There is credited each month to this account one-twelfth of the yearly amount payable for commission on sale of bonds which, in this statement, increases the unpaid amounts for the months of February, March, April, May and June \$7,945.00 per month more than they would otherwise be shown. The total yearly amount is paid in February.

## SCHEDULE A.

of June 30, 1915, and June 30, 1916.

April accounts outstanding		January, February and March accounts outstanding		Immediately previous calendar year accounts outstanding		All other accounts outstanding	
June 30, 1915	June 30, 1916	June 30, 1915	June 30, 1916	June 30, 1915	June 30, 1916	June 30, 1915	June 30, 1916
\$369 35	\$74 35	\$224 35	\$25 65	\$566 05	\$198 40	\$752 20	\$74 20
01.9	00.4	01.2	00.2	03.1	01.5	04.1	04.7
916 94	119 60	18 85	5 60	40	53 50	-----	-----
		Less than	Less than	Less than		-----	-----
02.5	00.4	00.1	00.1	00.1	00.2	-----	-----
778 00	197 50	149 50	-----	351 50	-----	52 50	100 00
02.8	00.4	00.6	-----	01.2	-----	00.2	00.2
415 25	-----	-----	55 39	92 66	55 90	1.688 13	199 62
02.6	-----	-----	00.6	00.6	00.6	10.7	02.0
436 74	2,608 25	\$36 36	75 00	290 00	86 82	618 50	145 00
04.3	24.6	08.4	00.7	02.9	00.8	06.3	01.4
\$2,916 28	\$2,999 70	\$1,229 06	\$161 64	\$1,300 61	\$394 62	\$3,111 33	\$1,188 82
02.7	02.6	01.1	00.1	01.2	00.4	02.8	01.1

## SCHEDULE B.

June 30, 1915, and June 30, 1916.

May items unpaid		April items unpaid		January, February and March items unpaid		Prior items unpaid
June 30, 1915	June 30, 1916	June 30, 1915	June 30, 1916	June 30, 1915	June 30, 1916	June 30, 1916
\$8,995 13	\$9,374 79	\$7,948 00	\$7,945 00	\$15,891 87	\$15,905 80	-----
53,836 71	2,615 62	-----	-----	75	-----	1,000 00
\$62,831 84	\$11,990 41	\$7,948 00	\$7,945 00	\$15,892 62	\$15,905 80	\$1,000 00
19.8	06.9	02.5	04.6	04.9	09.2	00.6



Pier 40	331,720 00			228 56		331,948 56
Piers 42 and 44	371,673 00			2,681 35		374,354 35
Pier 46	255,853 71			—*163,759 88		90,093 83
Second street	6,997 00					6,997 00
Third street	28,369 00					28,369 00
Berry street	45,934 72					45,934 72
Channel street	33,000 00					33,000 00
China Basin	170,030 44			195 33		170,225 77
Pier 54	284,037 97					284,037 97
Sixteenth street	95,233 53					95,233 53
Central Basin	102,611 00					102,611 00
Car ferry slips—Powell street	278,315 44			983 20		279,298 64
Union Depot and ferry slips (includes Ferry Building, Post Office Building, Wells Fargo and American Express Building, etc.)		2,263,598 52			96,736 54	2,360,335 06
Union Depot	\$1,298,623 37			\$67,822 14		\$1,366,445 51
Ferry slips	964,975 15			28,914 40		993,889 55
Seawall sections (includes retaining walls, bulkheads, buildings on bulkheads, etc.)		3,903,129 90			110,253 36	4,016,383 26
Section E	\$251 00					\$251 00
Section D	16,004 14					16,004 14
Section C	14,042 23					14,042 23
Section B	131,202 26					131,202 26
Section A	98,314 53					98,314 53
Section 1	181,781 40					181,781 40
Section 2	192,104 09					192,104 09
Section 3	265,858 50			344 01		266,202 51
Section 4	293,117 01			67 53		293,184 54
Section 5	199,411 57			11,275 70		210,687 27
Section 6	172,143 09			36,518 76		208,661 85
Section 7	235,664 60			453 40		236,118 00
Section 8A	96,150 57					96,150 57
Section 8B	104,101 01			20,169 97		124,270 98
Section 8	98,139 80					98,139 80
Section 9A	428,118 66			2,057 35		430,176 01
Section 9B	302,361 54			25,819 00		328,180 54
Section 9	297,401 01			12,238 38		309,639 39
Section 10	135,359 45					135,359 45
Sections 11 and 11A	209,429 87			891 22		210,321 09
Section 12	246,908 86					246,908 86



## ACCOUNT I—SCHEDULE C—Continued.

	Value as of June 30, 1915	Values added between June 30, 1915, and June 30, 1916	Value as of June 30, 1916
Section 13	\$182,788 71		\$183,206 75
Section 16	5,476 00		5,476 00
Belt Railroad			
Offices	\$1,000 00		
Roundhouse, shops, sheds, platforms, etc.	44,063 18	\$109 75	\$1,109 75
Main line tracks, yards, spurs	698,640 76	86 63	44,149 81
		48,734 46	747,375 22
Pier and street lights			
Sewers			
Miscellaneous (includes landing floats, state boom at Hunters' Point, etc.)			
	37,711 65		18,898 53
	6,235 47		202 50
	18,536 98		4,094 77
Total per account I	\$16,113,543 23		\$901,830 33
			\$17,015,373 56

\*The deduction of \$165,759.88 opposite Pier 46 under the caption "Added between June 30, 1915, and June 30, 1916" represents an addition to the value of this pier in that period of \$13.34 and a deduction of \$165,773.22, which is the amount of loss sustained by the fire of June 4, 1916.

## ACCOUNT I—SCHEDULE D.

An Analysis of Fixed Assets—Equipment—as Reflected by the Inventory of December 31, 1915, and the Cost Records, Showing the Values Comparatively as of June 30, 1915, and June 30, 1916.

	Value as of June 30, 1915	Value as of June 30, 1916	Values added between June 30, 1915, and June 30, 1916
Ferry Building			
Furniture and fixtures	\$19,468 00		\$19,824 28
Tools	\$11,917 75	\$12,010 53	\$92 78
Equipment	65 25	78 75	13 50
	7,485 00	7,735 00	250 00
Executive offices			
Furniture and fixtures	6,991 15		7,756 11
			\$356 28
			764 96

Engineer's department	7,356 25	7,922 45	566 20
Furniture and fixtures	\$2,170 50	\$2,578 43	\$407 93
Tools	5,185 75	1 90	1 90
Equipment		5,342 12	156 37
Electrical department			
Furniture and fixtures	\$5 91		\$81 91
Tools	213 07		127 24
Equipment	11,942 85		1,901 67
Purchasing department			
Furniture and fixtures			
Piers and wharves			
Furniture and fixtures	\$921 90	541 41	
Equipment	238 00	1,642 27	\$482 37
Maintenance and repair department			
Furniture and fixtures	\$342 40		
Tools	2,260 58		
Equipment	26,792 10		
Tugs and dredgers department			
Furniture and fixtures	\$54 50		
Tools	619 38		
Equipment	161,889 55		
Belt Railroad			
Furniture and fixtures	\$377 83		
Tools	5,146 28		
Equipment	78,875 00		
Miscellaneous			
Automobiles	\$4,251 88		
Fire equipment	3,487 12		
Totals per account I	\$331,387 33	\$357,446 34	\$26,059 01

## ACCOUNT II.

## Comparative Statement of Revenue and Expense as of June 30, 1915, and June 30, 1916.

	June 30, 1915	June 30, 1916	June 30, 1916	Increase or decrease June 30, 1916, over June 30, 1915
Revenue from operation		\$1,700,807 45	\$1,909,353 71	\$208,546 26
Rent	\$825,703 50		\$914,576 11	\$88,172 61
Dockage	233,021 00		204,877 71	*28,143 29
Tolls	388,808 46		438,449 37	49,640 91
Switching	237,562 50		334,124 50	96,562 00
Wharfage	10,885 35		10,770 70	*114 65
Interest	2,691 01		4,246 57	1,555 56
Cash discount	2,135 63		2,008 75	*126 88
Cost of operation		906,432 09	971,940 79	65,508 70
General and operating				
Repairs	\$492,057 56		\$492,268 26	\$210 70
Industrial accident compensation	405,765 27		468,014 83	62,249 56
Fire insurance	5,147 25		6,814 73	1,667 48
	3,462 01		4,842 97	1,380 96
Net revenue from operation		\$794,375 36	\$937,412 92	\$143,037 56
Miscellaneous additions		8,276 68	9,703 02	1,426 34
Sale of old material				
Recovered for damages to state property, alterations for tenants, etc.				
	\$4,665 28		\$7,202 80	\$2,537 52
Charged				
Cost less overhead	3,611 40		2,500 22	*1,111 18
	\$24,620 82			
	21,009 42			
Total		\$802,652 04	\$947,115 94	\$144,463 90

Fixed charges	498,006 06	516,091 66	18,085 60
Interest on bonds			
Second S. F. Seawall issue	\$294,193 70		\$25,882 30
S. F. Seawall issue	76,000 00		
Redemption of bonds			
	127,812 36		*7,796 70
S. F. Seawall issue			
Net income		\$431,024 28	\$126,378 30
Extraordinary deductions	\$304,645 98	130,873 94	130,873 94
Fire loss Pier 46			
Loss and damage Pier 5		\$124,326 09	
		6,547 85	
Add—inventory adjustment	\$304,645 98	\$300,150 34	*\$4,495 64
		6,121 04	6,121 04
Total creditable to surplus	\$304,645 98	\$306,271 38	\$1,625 40

\*Indicates decrease.



## ACCOUNT II

## Analysis of Revenue from Operation as

Locations at which earned	Total		Dockage	
	June 30, 1915	June 30, 1916	June 30, 1915	June 30, 1916
Section B and C of the seawall.....	\$16,271 87	\$14,062 91	\$2,809 55	\$2,759 15
Fisherman's wharf .....	11,941 25	11,283 25		
Car ferry slips.....	45,765 40	49,308 61		
Pier 41 .....	7,911 01	17,721 50	3,615 95	6,075 35
Pier 39 .....	14,004 88	12,745 42	6,706 50	4,175 75
Pier 37 .....	3,133 31	31,205 17	1,425 10	7,407 65
Pier 33 .....	915 24	915 24		
Pier 27 .....	12,301 68	7,965 00	4,826 10	2,326 10
Pier 25 .....	16,819 00	19,233 06	6,022 20	3,837 90
Pier 23 .....	14,818 85	14,504 59	3,993 20	3,612 45
Pier 21 .....	19,968 06	15,139 64	6,584 30	4,692 05
Pier 19 .....	14,420 12	16,366 87	6,159 75	6,264 60
Pier 17 .....	27,347 14	22,993 47	6,301 30	3,437 15
Pier 15 .....	9,565 25	16,219 73	1,425 05	2,689 20
Pier 13 .....	30,379 44	23,342 69	11,531 75	10,049 90
Pier 11 .....	18,044 37	16,686 75	2,924 55	4,436 50
Pier 9 .....	27,343 48	12,948 47	4,637 35	2,903 85
Pier 7 .....	26,003 40	22,813 17	9,497 60	8,181 25
Pier 5 .....	32,201 29	26,933 96	9,549 95	7,844 15
Pier 3 .....	23,948 98	21,116 18	7,728 55	6,549 25
Pier 1 .....	8,574 13	10,082 10	4,886 95	5,061 25
Pier 14 .....	8,173 51	6,886 94	3,889 60	1,555 00
Pier 16 .....	3,329 93	30,370 98	617 25	4,494 25
Pier 18 .....	11,316 64	27,749 51	3,701 80	3,779 55
Pier 20 .....	7,581 13	10,061 87	2,468 25	1,981 55
Pier 22 .....	480 00	3,317 16		787 05
Pier 24 .....	181 00	22,327 44		4,025 40
Pier 26 .....	41,685 22	37,023 70	8,654 85	6,171 00
Pier 28 .....	36,872 92	41,345 17	9,158 15	9,397 40
Pier 30 .....	43,121 53	38,452 83	7,165 50	5,064 60
Pier 32 .....	46,586 39	40,566 71	9,235 95	5,853 10
Pier 34 .....	29,020 53	22,986 42	8,775 45	5,592 55
Pier 36 .....	28,473 35	38,023 00	10,410 30	8,834 30
Pier 38 .....	18,984 92	19,433 02	4,238 25	4,136 85
Pier 40 .....	22,981 08	22,861 72	6,615 80	6,524 25
Piers 42 and 44.....	55,366 86	39,108 38	17,814 45	8,639 51
Pier 46 .....	39,756 80	41,581 43	7,077 40	7,280 95
Berry Street wharf.....	10,775 44	10,733 01	1,783 85	1,802 95
Third Street wharf.....	12,454 00	10,612 04	3,912 00	2,992 15
Channel Street wharf.....	16,303 29	14,288 35	3,005 25	2,199 75
China Basin wharves.....	35,831 40	48,722 32	3,393 00	2,614 75
Pier 54 .....	32,121 03	35,038 20	6,406 90	4,830 75
Central Basin and car ferry slips.....	125,226 21	126,509 60	11,690 30	11,365 60
Army street .....	4,945 77	6,846 17	2,320 70	2,530 95
Coal hoppers .....	1,940 55	845 85		
Seawall lots .....	126,279 39	130,537 36		
Total revenue from—				
Piers and general water front.....	\$1,141,550 04	\$1,213,416 96	\$233,021 00	\$204,877 71
Ferry Building (Union Depot).....	297,463 92	336,396 93		
Streets .....	12,264 35	12,150 00		
Belt Railroad .....	237,562 50	334,124 50		
Miscellaneous rents, interest and cash discount	11,966 61	13,265 32		
Total revenue from operation, Account II.....	\$1,700,807 45	\$1,909,353 71	\$233,021 00	\$204,877 71

## SCHEDULE A.

of June 30, 1915, and June 30, 1916.

Tolls		Wharfage		Rent		Miscellaneous	
June 30, 1915	June 30, 1916	June 30, 1915	June 30, 1916	June 20, 1915	June 30, 1916	June 30, 1915	June 30, 1916
\$6,797 92	\$6,644 36			\$6,664 40	\$4,659 40		
		\$8,890 25	\$8,216 25	3,051 00	3,067 00		
45,765 40	49,308 61						
2,947 56	7,736 15	80 00		1,237 50	3,910 00		
6,210 98	7,315 02	927 40	774 65	160 00	480 00		
1,690 61	11,459 82	17 60	10 80		12,326 90		
				915 24	915 24		
6,320 63	4,428 05	734 95	490 85	420 00	720 00		
6,682 95	7,404 15		3 90	4,113 85	7,987 11		
3,577 50	3,617 14	65		7,247 50	7,215 00		
5,259 76	5,147 84		10 75	8,124 00	5,289 00		
2,990 37	3,846 52		1 35	5,270 00	6,254 40		
8,544 03	6,167 27		7 85	12,501 81	13,881 20		
1,209 20	1,664 81			6,921 00	11,865 72		
8,302 69	7,060 67			10,545 00	6,232 12		
5,938 15	6,768 34			9,181 37	5,481 91		
10,111 73	4,831 17		208 70	12,594 40	5,004 75		
5,495 80	4,894 27		2 65	11,100 00	9,735 00		
7,729 34	5,837 66		1 00	14,922 00	13,251 15		
8,760 81	7,713 24		3 05	7,459 62	6,850 64		
1,842 14	2,035 81			1,835 04	2,985 04		
1,153 56	231 06			3,130 35	5,100 88		
1,012 68	10,773 69		95 60	1,700 00	15,007 44		
6,824 64	8,362 67		217 45	790 20	15,389 84		
1,117 18	3,796 44		19 35	3,905 70	4,264 53		
	765 54		22 65	480 00	1,741 92		
	7,574 23		309 85	181 00	10,417 96		
11,034 25	8,803 08		53 50	21,996 12	21,996 12		
13,096 97	17,329 62		35	14,617 80	14,617 80		
11,620 51	9,052 71			24,335 52	24,335 52		
11,057 00	8,420 17			26,293 44	26,293 44		
9,063 12	6,211 91			11,181 96	11,181 96		
15,716 30	24,785 15		5 00	2,316 75	4,998 55		
5,501 27	6,044 29		6 90	9,245 40	9,244 98		
6,959 28	6,906 47		35 00	9,406 00	9,396 00		
12,016 71	5,672 77		17 90	25,535 70	24,778 20		
13,900 00	13,865 48			18,689 40	23,435 00		
3,046 91	3,000 03			5,944 68	5,840 03		
4,454 25	4,116 79	127 75	128 10	3,960 00	3,375 00		
2,602 04	2,212 60		30 00	10,696 00	9,846 00		
26,398 40	40,067 57			6,040 00	6,040 00		
6,400 01	10,893 33			19,314 12	19,314 12		
66,585 87	70,696 57		97 25	46,950 04	44,350 18		
2,468 32	4,075 22	106 75		50 00	240 00		
				1,940 55	845 85		
				126,279 39	130,537 26		
\$378,296 84	\$427,538 29	\$10,885 35	\$10,770 70	\$519,346 85	\$570,230 26		
10,511 62	10,911 08			286,952 30	325,485 85		
				12,264 35	12,150 00		
						\$237,562 50	\$334,124 50
				7,110 00	7,010 00	4,826 64	6,255 82
\$388,808 46	\$438,449 37	\$10,885 35	\$10,770 70	\$825,703 50	\$911,876 11	\$242,389 14	\$340,379 82

## ACCOUNT II

## Analysis of Cost of Operation as

	Total		General and operating			
	June 30, 1915	June 30, 1916	July 1, 1914, to Dec. 31, 1914	Jan. 1, 1915, to June 30, 1915	Total July 1, 1914, to June 30, 1915	July 1, 1915, to June 30, 1916
Piers and general waterfront	\$194,561 84	\$553,448 03	\$103,773 77	\$99,671 24	\$203,445 01	\$192,122 27
Ferry Bldg. (Union Depot)---	73,474 31	92,534 85	26,681 37	28,525 54	55,206 91	65,980 13
Streets -----	53,897 58	44,901 50	13,822 35	11,315 04	25,137 39	27,582 89
Belt Railroad -----	153,727 57	182,182 14	54,533 95	55,143 72	109,677 67	119,665 34
Office, admin., and legal-----	59,100 34	63,155 15	27,821 30	31,279 04	59,100 34	63,155 15
General -----	14,060 46	35,719 12	-----	4,391 25	4,391 25	23,812 48
Undistributed -----	57,609 99	-----	35,098 99	-----	35,098 99	-----
Totals per Account II---	\$906,432 09	\$971,940 79	-----	-----	\$492,057 56	\$492,268 26

## SCHEDULE B.

of June 30, 1915, and June 30, 1916.

Repairs				Industrial accident compensation		Fire insurance premiums	
July 1, 1914, to Dec. 31, 1914	Jan. 1, 1915, to June 30, 1915	Total July 1, 1914, to June 30, 1915	July 1, 1915, to June 30, 1916	July 1, 1914, to June 30, 1915	July 1, 1915, to June 30, 1916	July 1, 1914, to June 30, 1915	July 1, 1915, to June 30, 1916
\$147,088 82	\$144,028 01	\$291,116 83	\$361,325 76	-----	-----	-----	-----
1,385 74	16,881 66	18,267 40	26,604 72	-----	-----	-----	-----
13,983 74	14,776 45	28,760 19	17,318 61	-----	-----	-----	-----
13,338 50	30,711 40	44,049 90	62,516 80	-----	-----	-----	-----
-----	1,059 95	1,059 95	248 94	\$5,147 25	\$6,814 73	\$3,462 01	\$4,842 97
22,511 00	-----	22,511 00	-----	-----	-----	-----	-----
-----	-----	\$405,765 27	\$468,014 83	\$5,147 25	\$6,814 73	\$3,462 01	\$4,842 97

## ACCOUNT II. SCHEDULE C (Supplementing Schedule A).

An Analysis of Revenue From Switching, Showing Class of Service From Which Revenue Was Derived and the Number of Switches Performed.

	June 30, 1915			June 30, 1916		
	Switches	Revenue	Total switches	Total revenue	Switches	Revenue
Local switches						
\$2.50 per car	78,773	\$196,932 50	79,115	\$197,300 00	90,580	\$226,450 00
\$1.25 per car (P. P. I. E. exhibits)	342	427 50			562	722 50
Across Market switches						
\$5.00 per car	5,547	\$27,735 00	5,921	28,670 00	16,453	\$82,265 00
\$2.50 per car (P. P. I. E. exhibits)	374	935 00			250	625 00
Baggage cars						
\$5.00 per car	227	\$1,135 00	242	1,172 50	317	\$1,585 00
\$2.50 per car (P. P. I. E. exhibits)	15	37 50			11	27 50
Empties			177	265 50		
Revenue incidental to above service, switching moves on which have been included above						
Tunnel tolls (full charge)		\$4,830 00		10,084 50		\$14,440 00
Tunnel tolls (half charge, P. P. I. E. exhibits)		3,670 00				3,715 00
Rental charge (\$2.50 car per day)		1,432 50				1,407 50
Storage charge (\$2.00 car per day)		162 00				304 00
Intra-Exposition service						1,545 50
Sunday service (\$50.00 for use of engine and crew in addition to regular switching charge)						550 00
Totals per Schedule A to Account II			95,455	\$237,562 50		
					108,498	\$334,124 50



## ACCOUNT III.

Memorandum Account Reflecting What Has Been Accomplished Toward Paying the Cost of That Section of the Fort Mason Tunnel Within the Confines of the Fort Mason Military Reservation in Accordance With the Agreement Between the Board of State Harbor Commissioners and the United States Government.

## EXCERPTS FROM AGREEMENT REFERRED TO—

Section 3. "That all freight of the United States, or freight originating or incident to any portion of the region to the east or west of Fort Mason passing through the tunnel shall pay, in addition to an equitable track and switching charge, a tunnel charge of \$10.00 per car."

Section 5. "All tunnel charges shall be applied toward paying the cost of the work \* \* \* including interest at 5 per cent per annum, and as soon as that sum has been paid said charges will cease and thereafter there shall be no further tunnel charges. If unforeseen or unusual conditions or accidents shall at any time make a further tunnel charge necessary or equitable it shall be governed by additional regulations of the Secretary of War."

Cost of that section of the tunnel within the confines of the Fort Mason Military Reservation—per Chief Engineer's figures at date of acceptance, October 22, 1914-----	\$273,149 38
Add interest to June 30, 1915-----	9,391 85
	<hr/>
	\$282,541 23
Deduct charges for tunnel assessed in accordance with Section 3 (above) to June 30, 1915-----	8,500 00
	<hr/>
Cars to United States Government, at \$10.00-----	\$1,250 00
Cars to P. P. I. E., at \$10.00-----	3,580 00
Cars to P. P. I. E. (Exhibits), at \$5.00-----	3,670 00
	<hr/>
Cost and interest value at June 30, 1915-----	\$274,041 23
Add interest, July 1, 1915, to June 30, 1916-----	13,676 27
	<hr/>
	\$287,717 50
Deduct charges for tunnel, assessed in accordance with Section 3 (above) July 1, 1915, to June 30, 1916-----	18,155 00
	<hr/>
Cars to United States Government, at \$10.00-----	\$5,700 00
Cars to P. P. I. E., at \$10.00-----	8,740 00
Cars to P. P. I. E. (Exhibits), at \$5.00-----	3,715 00
	<hr/>
Cost and interest value at June 30, 1916-----	\$269,562 50



148	Jan. 17, 1912	Furnishing and delivering fuel oil for three years.	Associated Oil Co.-----	Per barrel, 65 cents.--	\$1,102 75 July 10, 1914 684 18 Aug. 10, 1914 637 43 Sept. 11, 1914 816 11 Oct. 8, 1914 2,568 80 Nov. 10, 1914 750 19 Dec. 10, 1914 861 49 Jan. 11, 1915 975 67 Mar. 10, 1915 4,051 72 April 8, 1915 3,320 10 June 8, 1915 242 22 July 15, 1915 126 35 Sept. 7, 1915 393 24 Oct. 7, 1915	Sept. 21, 1915	16,530 25 \$40,193 80 \$382,393 14
177	Jan. 2, 1913	Furnishing creosoted piles-----	Pacific Creosoting Co.-----	12 in. piles, 38½ cents per foot. 14 in. piles, 42½ cents per foot. 16 in. piles, 48½ cents per foot.	Paid prior to July 1, 1914 July 2, 1914 July 2, 1914 July 17, 1914 July 25, 1914 Aug. 6, 1914 Aug. 6, 1914 Aug. 6, 1914 Aug. 28, 1914 Sept. 3, 1914 Sept. 10, 1914 Sept. 10, 1914 Sept. 10, 1914 Sept. 17, 1914 Sept. 24, 1914 Oct. 1, 1914 Oct. 1, 1914 Oct. 8, 1914 Oct. 8, 1914 Oct. 15, 1914 Oct. 22, 1914 Oct. 22, 1914 Oct. 22, 1914 Oct. 29, 1914 Oct. 29, 1914 Nov. 5, 1914	\$4,212 95 7,928 30 4,423 86 6,178 83 2,642 77 1,416 80 1,357 15 2,059 61 5,613 39 452 38 472 27 1,278 22 2,968 57 259 36 1,700 17 2,334 19 1,277 86 1,871 13 490 07 980 52 668 93 3,405 80 86 45 86 57 778 06	



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## Contract Work Under Way at Date of Last Biennial Report and Since Completed—Continued.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total	Date of completion
195	Nov. 20, 1913	Furnishing lumber for one year.	James H. Hardy, Inc.	Prices as per bid on file in Secretary's office.	----- \$3,724 77 2,732 91 3,587 74 2,760 69 2,320 15 82 62 1,363 91 2,225 21 3,944 88 2,749 96 627 66	Paid prior to July 1, 1914 July 2, 1914 July 2, 1914 Aug. 4, 1914 Aug. 4, 1914 Sept. 4, 1914 Sept. 11, 1914 Sept. 11, 1914 Oct. 2, 1914 Nov. 5, 1914 Dec. 3, 1914 D. c. 17, 1914	\$21,629 83	
196	Nov. 20, 1913	Cleaning the Embarcadero for one year.	J. G. Harney	Districts 1, 2, 3, 4, 5A, 5B, 6A, 8, 9, 10, 11, 12—51 cents per 1,000 square yards; District 7—81 cents per 1,000 square yards.	----- \$1,359 62 1,393 48 1,429 71 1,411 76 1,372 82 1,161 84	Paid prior to July 1, 1914 July 2, 1914 Aug. 10, 1914 Sept. 3, 1914 Oct. 1, 1914 Nov. 10, 1914 Dec. 3, 1914	\$47,749 63 \$6,100 85	
197	Dec. 12, 1913	Furnishing and delivering six-wheeled switching locomotive engine.	American Locomotive Co.	\$16,150 00	\$12,112 50 4,037 50	July 25, 1914 Aug. 28, 1914	\$14,230 08 \$16,150 00	July 25, 1914 July 25, 1914
199	Jan. 24, 1914	Widening Pier No. 25.	San Francisco Bridge Co.	Piling \$9,200 50 Planking 3,951 00 254 52 (Extras) \$13,406 02 1,884 58	----- \$36 85 53 08	Paid prior to July 1, 1914 July 10, 1914 Sept. 17, 1914	\$15,200 67 89 93	
200	Jan. 26, 1914	Constructing Pier No. 46.	Healy-Tibbitts Construction Co.	\$15,230 60 \$146,215 00 17,620 30 (Extras)	----- \$24,125 47	Paid prior to July 1, 1914 July 2, 1914	\$15,230 60 \$30,511 51	July 10, 1914 July 10, 1914



## Contract Work Under Way at Date of Last Biennial Report and Since Completed—Continued.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total	Date of completion
202	Mar. 5, 1914	Constructing tunnel under Fort Mason military reservation.	Bates, Borland & Ayer--	-----	\$54,808 25 2,833 22 186 86 309 98 2 21 2,658 44 487 00 1,324 70 2,250 19	Nov. 27, 1914 Dec. 10, 1914 Dec. 10, 1914 Feb. 11, 1915 Feb. 11, 1914 April 8, 1915 April 8, 1915 April 8, 1915 July 8, 1915	226,992 83 \$277,675 24 \$1,659 00	Oct. 22, 1914
203	Mar. 26, 1914	Constructing two car ferry slips between Powell and Taylor streets.	Healy-Tipbitts Construction Co.	\$277,675 24 \$110,600 00 (Extras) 33,993 50	----- \$1,659 00 24,055 50 2,352 07 249 60 24,055 50 1,419 21 261 39 20,737 50 2,507 11 6,636 00 7,642 88 3,318 00 9,332 54 829 50 7,309 72 2,732 09 27,650 00 186 89	Paid prior to July 1, 1914 July 2, 1914 Aug. 6, 1914 Aug. 20, 1914 Sept. 3, 1914 Sept. 3, 1914 Sept. 10, 1914 Sept. 17, 1914 Oct. 8, 1914 Oct. 13, 1914 Nov. 5, 1914 Nov. 12, 1914 Dec. 3, 1914 Dec. 10, 1914 Dec. 10, 1914 Jan. 7, 1915 Jan. 14, 1915 Jan. 14, 1915 Feb. 11, 1915	\$277,675 24 \$1,659 00	
204	Mar. 12, 1914	Constructing passenger ferry slip No. 8	Thomson Bridge Co.-----	\$144,593 50 \$34,587 00 Altering and strengthening apron 700 00 \$35,287 00	----- \$849 43 8,446 75 22 02	Paid prior to July 1, 1914 July 2, 1914 July 30, 1914 Sept. 17, 1914	\$144,593 50 \$25,940 25	Dec. 10, 1914



## Contract Work Under Way at Date of Last Biennial Report and Since Completed—Continued.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total	Date of completion
207	April 23, 1914	Furnishing creosoted piles.....	Pacific Creosoting Co.....	-----	\$2,436 07 5,952 14 2,888 55 9,135 91 4,684 57 4,965 78 3,311 34 1,266 88 4,239 15 12,091 53 7,004 80 6,255 19 43 80 11,067 25 11,194 39 10,440 54 8,249 37 4,385 71 9,551 85 3,045 30 240 00 1,561 52 9,266 74 5,402 07 8,154 34 9,438 40 8,456 40 4,030 51 1,413 05 422 30 20 00 3,689 09 5,298 69 8,219 29 7,499 02 3,731 46 12,032 11 140 00 380 00	Aug. 13, 1914 Aug. 13, 1914 Aug. 13, 1914 Aug. 20, 1914 Aug. 27, 1914 Aug. 27, 1914 Aug. 27, 1914 Sept. 3, 1914 Sept. 3, 1914 Sept. 3, 1914 Sept. 10, 1914 Sept. 10, 1914 Sept. 10, 1914 Sept. 10, 1914 Sept. 17, 1914 Sept. 24, 1914 Sept. 24, 1914 Sept. 24, 1914 Sept. 24, 1914 Sept. 24, 1914 Oct. 1, 1914 Oct. 1, 1914 Oct. 1, 1914 Oct. 8, 1914 Oct. 8, 1914 Oct. 8, 1914 Oct. 8, 1914 Oct. 8, 1914 Oct. 8, 1914 Oct. 8, 1914 Oct. 8, 1914 Oct. 15, 1914 Oct. 22, 1914 Oct. 22, 1914 Oct. 22, 1914 Oct. 22, 1914 Oct. 22, 1914 Oct. 29, 1914 Oct. 29, 1914 Oct. 29, 1914		



3,480 18	Oct. 29, 1914
1,461 91	Oct. 29, 1914
2,749 79	Oct. 29, 1914
3,183 95	Oct. 29, 1914
5,492 86	Oct. 29, 1914
8,111 08	Oct. 29, 1914
14,162 22	Oct. 29, 1914
10,496 14	Oct. 29, 1914
3,088 92	Nov. 5, 1914
1,800 69	Nov. 5, 1914
2,818 80	Nov. 12, 1914
3,146 13	Nov. 12, 1914
2,718 12	Nov. 12, 1914
2,739 76	Nov. 27, 1914
1,766 23	Nov. 27, 1914
2,499 68	Nov. 27, 1914
9,775 41	Nov. 27, 1914
11,753 36	Nov. 27, 1914
3,498 72	Dec. 3, 1914
4,720 74	Dec. 3, 1914
1,830 96	Dec. 3, 1914
2,703 69	Dec. 3, 1914
4,017 37	Dec. 3, 1914
7,434 93	Dec. 3, 1914
6,188 03	Dec. 3, 1914
9,297 34	Dec. 10, 1914
6,408 05	Dec. 17, 1914
7,810 35	Dec. 17, 1914
50 00	Dec. 17, 1914
2,041 53	Dec. 17, 1914
150 00	Dec. 17, 1914
4,738 60	Dec. 24, 1914
3,258 47	Dec. 31, 1914
3,917 79	Dec. 31, 1914
8,987 35	Dec. 31, 1914
10,033 47	Dec. 31, 1914
2,478 31	Jan. 7, 1915
2,002 67	Jan. 7, 1915
7,420 54	Jan. 7, 1915
4,268 36	Jan. 7, 1915
130 00	Jan. 7, 1915
3,669 12	Jan. 14, 1915
9,319 40	Jan. 14, 1915
689 51	Jan. 21, 1915

## Contract Work Under Way at Date of Last Biennial Report and Since Completed—Continued.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total	Date of completion
207	April 23, 1914	Furnishing creosoted piles.-----	Pacific Creosoting Co.----	-----	\$2,136 01 2,693 45 11,348 93 80 00 5,051 69 1,579 53 2,965 78 3,344 49 1,234 01 2,473 52 1,422 79 5,371 67 3,106 47 3,106 20 3,782 97 1,683 89 8,919 62 411 34 5,442 15 42 50 1,790 56 6,012 80 6,382 12 1,065 39 2,973 21 1,814 05 1,673 70 1,522 24 2,712 80 2,127 38 2,004 27 507 42 557 90 6,017 45 904 27 17,106 32 2,471 46 1,374 89	Jan. 21, 1915 Jan. 21, 1915 Jan. 21, 1915 Jan. 21, 1915 Jan. 21, 1915 Jan. 28, 1915 Jan. 28, 1915 Feb. 4, 1915 Feb. 4, 1915 Feb. 4, 1915 Feb. 11, 1915 Feb. 11, 1915 Feb. 11, 1915 Feb. 18, 1915 Feb. 18, 1915 Feb. 25, 1915 Feb. 25, 1915 Feb. 25, 1915 Mar. 4, 1915 Mar. 4, 1915 Mar. 11, 1915 Mar. 18, 1915 Mar. 18, 1915 Mar. 25, 1915 Mar. 25, 1915 April 1, 1915 April 1, 1915 April 1, 1915 April 8, 1915 April 22, 1915 April 22, 1915 April 22, 1915 April 29, 1915 May 6, 1915 May 6, 1915 May 27, 1915 May 27, 1915 May 27, 1915 June 3, 1915 June 3, 1915 June 24, 1915 July 1, 1915 July 8, 1915		

208	April 23, 1914	Furnishing cement for one year-----	Henry Cowell Lime and Cement Co.	Per barrel -- \$1 64	7,531 08 July 22, 1915 5,702 11 July 29, 1915 823 82 Aug. 5, 1915 2,510 32 Aug. 26, 1915 1,366 00 Sept. 10, 1915 455 33 Oct. 14, 1915 ----- \$2,755 20 12,587 00 Sept. 17, 1914 8,661 80 Oct. 8, 1914 4,723 20 Nov. 10, 1914 820 00 Feb. 9, 1915 22 25 April 8, 1915 3,657 20 April 15, 1915 721 45 May 10, 1915 1,185 35 July 8, 1915 -----	\$985,687 78 Sept. 10, 1915 \$715,577 98 ----- \$9,503 80 ----- 35,073 45 June 30, 1915 \$44,577 25 ----- \$8,623 53 -----
210	April 29, 1914	Constructing Pier No. 41-----	San Francisco Bridge Co.	(\$27,756 00 (Extras) 542 16	Paid prior to July 1, 1914 July 2, 1914 Aug. 6, 1914 Aug. 3, 1914 Sept. 3, 1914 Oct. 8, 1914 Nov. 5, 1914 Nov. 12, 1914 Nov. 19, 1914 Nov. 19, 1914 Dec. 3, 1914 Dec. 24, 1914 Dec. 24, 1914 ----- \$11,498 04 8,623 53 22,087 91 18,205 23 20,121 57 52 10 6,707 19 228 56 233 75 7 75 31,959 00 -----	119,674 63 Nov. 19, 1914 ----- \$128,298 16 -----

## Contract Work Under Way at Date of Last Biennial Report and Since Completed—Continued.

No. . .	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total	Date of completion
211	April 30, 1914	Constructing wood block pavement on Pier No. 39.	Roy Mauvais (California Hardwood Lumber Co.)	\$7,280 00	----- \$1,820 00	Paid prior to July 1, 1914 July 23, 1914	\$5,460 00  1,820 00	July 1, 1914
212	May 28, 1914	Constructing basalt block and asphalt pavement on portion of the Embarcadero.	Fay Improvement Co.-----	\$51,769 10 Additions 1,969 33 \$53,738 43 Extras 447 32	\$1,034 33 9,179 64 19,219 17 10,870 68 187 75 259 57 13,434 61	July 2, 1914 Aug. 6, 1914 Sept. 3, 1914 Sept. 24, 1914 Oct. 1, 1914 Oct. 8, 1914 Oct. 29, 1914	      54,185 75	Sept. 24, 1914
213	May 28, 1914	Repairing Pier No. 19.-----	George W. Newsom-----	\$18,994 00 Additions 2,415 02 \$21,409 02 Extras 3,952 08	\$4,067 73 8,852 91 3,106 12 439 83 3,365 64 5,352 26 146 61	July 2, 1914 Aug. 6, 1914 Aug. 27, 1914 Sept. 17, 1914 Sept. 17, 1914 Oct. 1, 1914 Oct. 22, 1914	  \$54,185 75	Aug. 27, 1914
214	June 4, 1914	Constructing Pier No. 15.-----	San Francisco Bridge Co.	\$25,361 10 \$68,760 00 (Extras) 2,842 68	\$3,094 20 5,157 00 2,000 00 12,376 80 12,892 50 10,314 00 5,157 00	July 2, 1914 Aug. 6, 1914 Sept. 3, 1914 Sept. 3, 1914 Oct. 8, 1914 Nov. 5, 1914 Dec. 3, 1914	  \$25,361 10	





## Contract Work Under Way at Date of Last Biennial Report and Not Yet Completed.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total
189	June 5, 1913	Furnishing electric light and power for the Union Depot and Ferry House for three years.	City Electric Co.-----	Prices as per bid on file in secretary's office.	\$988 10 881 90 979 60 2,002 64 1,692 86 1,118 56 1,300 56 1,280 32 1,298 32 1,359 86 1,271 18 1,274 06 1,019 22 1,692 90 1,173 06 1,119 76 1,225 00 1,378 02 1,469 74 1,063 10 807 00 766 54 670 48 702 74	Paid prior to July 1, 1914 July 10, 1914 July 10, 1914 Sept. 11, 1914 Oct. 8, 1914 Dec. 10, 1914 Jan. 7, 1915 Feb. 9, 1915 Mar. 10, 1915 Mar. 10, 1915 April 8, 1915 May 10, 1915 June 10, 1915 July 15, 1915 Aug. 12, 1915 Oct. 14, 1915 Oct. 21, 1915 Nov. 18, 1915 Dec. 16, 1915 Jan. 13, 1916 Feb. 17, 1916 Mar. 23, 1916 April 13, 1916 May 8, 1916 June 8, 1916	\$8,900 27
190	June 19, 1913	Furnishing electric light and power for all buildings except Union Depot and Ferry House and for water front for three years.	Pacific Gas and Electric Co.	Prices as per bid on file in secretary's office.	\$2,522 16 1,420 47 1,272 95 2,877 72 1,383 35 1,690 30	Paid prior to July 1, 1914 Aug. 20, 1914 Sept. 11, 1914 Oct. 8, 1914 Dec. 10, 1914 Jan. 7, 1915 Feb. 11, 1915	\$14,889 55 \$36,235 79

3,473 27	Mar. 10, 1915
1,601 42	April 8, 1915
1,269 74	May 13, 1915
1,338 54	June 17, 1915
1,237 01	July 13, 1915
1,281 23	Aug. 12, 1915
1,021 95	Nov. 26, 1915
2,331 53	Dec. 16, 1915
2,260 62	Jan. 13, 1916
2,347 77	Mar. 9, 1916
2,094 38	Mar. 16, 1916
2,107 64	April 13, 1916
1,669 46	May 8, 1916
1,632 21	June 15, 1916
40,813 72	
\$5,733 27	

## Work Contracted For and Completed Within the Biennial Term July 1, 1914, to June 30, 1916.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total	Date of completion
215	July 9, 1914	Constructing two passenger ferry slips, Nos. 9 and 10.	Healy-Tibbitts Construction Co.	\$91,700 00 (Extras) 10,647 62	\$8,189 75 465 91 13,067 25 10,316 25 4,509 62 19,944 75 3,513 44 99 52 11,004 00 165 60 8,253 00 656 55 22,925 00 650 48 313 77 98 73 111 76 12 20 50 34	Sept. 3, 1914 Oct. 8, 1914 Oct. 8, 1914 Nov. 5, 1914 Nov. 12, 1914 Dec. 3, 1914 Dec. 10, 1914 Jan. 7, 1915 Jan. 7, 1915 Jan. 14, 1915 Jan. 28, 1915 Feb. 11, 1915 Mar. 4, 1915 Mar. 11, 1915 Mar. 11, 1915 April 15, 1915 May 20, 1915 June 17, 1915 Aug. 12, 1915	102,347 62	Jan. 28, 1915
216	July 9, 1914	Constructing Pier No. 35	Healy-Tibbitts Construction Co.	\$102,347 62 \$386,300 00 Add for extra concrete piling 184 88 \$386,484 88 Deduct for shorter concrete piles 2,819 19 \$383,665 69 (Extras) 51,839 59 \$435,505 28	\$691 15 15,934 87 11,589 00 10,140 38 18,882 12 62 82 30,421 13 14 64 34,767 00 57,945 00 765 43 26,075 25 627 37 945 31 28,972 50 631 20 832 55	Sept. 17, 1914 Oct. 8, 1914 Nov. 5, 1914 Jan. 7, 1915 Feb. 4, 1915 Feb. 11, 1915 Mar. 4, 1915 Mar. 11, 1915 April 8, 1915 May 6, 1915 May 13, 1915 June 3, 1915 June 3, 1915 June 17, 1915 July 8, 1915 July 15, 1915 July 22, 1915		

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Work Contracted For and Completed Within the Biennial Term July 1, 1914, to June 30, 1916—Continued.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total	Date of completion
218	Sept. 3, 1914	Repairing Pier No. 23.	Hyde Harjes & Co.	\$10,865 00 Additions 5,494 52 \$16,359 52 (Extras) 5,249 45 \$21,608 97	\$5,739 93 4,940 40 1,589 31 5,249 45 4,069 88	Nov. 5, 1914 Dec. 3, 1914 Jan. 7, 1915 Jan. 14, 1915 Feb. 11, 1915	\$21,608 97	Jan. 7, 1915
219	Sept. 17, 1914	Constructing Pier No. 37 and adjacent bulkhead wharf and shed.	Healy-Thibbitts Construction Co.	\$204,300 00 (Extras) 6,834 10	\$22,983 75 18,387 00 286 19 162 32 16,854 75 23,112 75 23,112 75 164 21 13,790 25 24 56 2,064 68 10,723 75 1,149 71 12,258 00 198 02 1,144 13 51,075 00 937 28 233 24 419 76	Nov. 5, 1914 Dec. 3, 1914 Dec. 10, 1914 Jan. 7, 1915 Jan. 7, 1915 Feb. 4, 1915 Mar. 4, 1915 Mar. 11, 1915 April 8, 1915 April 15, 1915 April 15, 1915 May 6, 1915 May 13, 1915 June 3, 1915 June 17, 1915 June 17, 1915 July 8, 1915 Aug. 12, 1915 Aug. 26, 1915 Sept. 16, 1915		
220	Sept. 25, 1914	Laying basalt block pavement in Fremont street, between Brannan street and The Embarcadero, and in Main street, between Bryant street and The Embarcadero.	J. G. Harney	\$10,947 25 Reductions 145 85 \$10,801 40 (Extras) 294 26 \$11,095 66	\$8,101 05 2,700 35 238 96 53 30	Nov. 19, 1914 Dec. 24, 1914 Jan. 7, 1915 Jan. 7, 1915	\$21,134 10	June 3, 1915
							\$11,095 66	Nov. 19, 1914



221	Oct. 15, 1914	Constructing Pier No. 16 and shed; also shed over adjacent bulkhead wharf.	Healy-Tibbitts Construction Co.	(Extras)	\$108,720 00 8,454 24	\$5,707 80 893 27 14,677 20 12,231 00 302 32 16,308 00 904 45 20,385 00 2,333 25 8,154 00 1,321 22 138 56 4,077 00 27,180 00 1,933 25 103 30 557 34 467 28 467 28	Dec. 3, 1914 Dec. 10, 1914 Jan. 7, 1915 Feb. 4, 1915 Feb. 11, 1915 Mar. 4, 1915 Mar. 11, 1915 April 8, 1915 April 15, 1915 May 6, 1915 May 20, 1915 May 20, 1915 May 20, 1915 June 24, 1915 July 1, 1915 July 22, 1915 Aug. 26, 1915 Nov. 26, 1915 Nov. 26, 1915	\$117,174 24	May 20, 1915
222	Oct. 22, 1914	Constructing foundation for the post office.	Healy-Tibbitts Construction Co.	(Extras)	\$27,600 00 4,291 50	\$6,437 92 4,361 18 1,349 89 1,349 89 21 35 81 39 6,230 25 492 04 2,089 35 186 92 1,038 37 144 30 359 81 6,922 50 41 27 875 07	Dec. 3, 1914 Jan. 7, 1915 Feb. 4, 1915 Mar. 4, 1915 Mar. 11, 1915 Mar. 11, 1915 April 8, 1915 April 15, 1915 April 22, 1915 April 29, 1915 May 6, 1915 May 13, 1915 May 27, 1915 June 10, 1915 June 17, 1915 July 8, 1915	\$117,174 24	May 20, 1915
223	Oct. 22, 1914	Constructing Pier No. 18 and shed; also shed over adjacent bulkhead wharf.	San Francisco Bridge Co.	(Extras)	\$11,800 00 11,426 44	\$1,677 00 11,739 00 9,642 75 54 50 18,866 25	Dec. 3, 1914 Jan. 7, 1915 Feb. 4, 1915 Feb. 18, 1915 Mar. 4, 1915	\$31,981 50	May 6, 1915

## Work Contracted For and Completed Within the Biennial Term July 1, 1914, to June 30, 1916—Continued.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total	Date of completion
223	Oct. 22, 1914	Constructing Pier No. 18 and shed; also shed over adjacent bulkhead wharf.	San Francisco Bridge Co.	-----	\$25,153 00 874 66 2,435 05 6,708 00 5,869 50 4,192 50 1,049 15 5,190 00 27,950 00 1,154 75 668 33	April 8, 1915 May 6, 1915 May 6, 1915 May 6, 1915 June 3, 1915 June 17, 1915 July 1, 1915 July 22, 1915 July 22, 1915 July 29, 1915 Oct. 28, 1915	\$123,226 44	June 17, 1915
224	Nov. 12, 1914	Furnishing lumber for one year-----	Loop Lumber Co.-----	Prices as per bid on file in secretary's office.	\$1,763 53 1,722 18 443 11 2,388 00 154 49 2,171 30 918 05 3,396 44 1,399 61 2,887 57 2,389 32 2,481 27 1,231 82 2,630 14 2,782 06 842 52 2,139 38 893 87 3,028 17 2,852 79 397 41 559 13	Jan. 11, 1915 Feb. 9, 1915 Feb. 9, 1915 Mar. 10, 1915 Mar. 10, 1915 April 8, 1915 April 8, 1915 May 10, 1915 May 10, 1915 June 8, 1915 June 8, 1915 June 15, 1915 July 15, 1915 Aug. 12, 1915 Sept. 7, 1915 Sept. 7, 1915 Oct. 7, 1915 Oct. 7, 1915 Nov. 8, 1915 Dec. 9, 1915 Dec. 9, 1915 Dec. 23, 1915	\$39,472 16	Dec. 6, 1915

227	Nov. 27, 1914	Cleaning The Embarcadero.....	J. G. Harney.....	Districts 1, 2, 3, 4, 5a, 5b, 6a, 6b, 8, 9, 10, 11, and 12, 65 cents for 1,000 sq. yards; District 7, 85 cents for 1,000 sq. yards.	\$847 45 874 32 608 42 1,337 67 1,429 68 1,292 34 1,614 11 1,628 64 1,595 11 1,560 80 1,572 80 1,066 39	Jan. 11, 1915 Feb. 9, 1915 Mar. 10, 1915 April 1, 1915 May 10, 1915 June 3, 1915 July 1, 1915 Aug. 5, 1915 Sept. 7, 1915 Oct. 7, 1915 Nov. 8, 1915 Dec. 2, 1915	\$15,417 63 Nov. 30, 1914
228	Nov. 27, 1914	Constructing wood block pavement on Piers Nos. 16, 18, and 37.	Rolph-Mills & Co.....	(Extras) \$18,275 00 587 14 \$18,862 14	\$7,500 00 6,206 25 587 14 4,568 75	April 8, 1915 May 6, 1915 May 6, 1915 June 10, 1915	\$18,862 14 May 6, 1915
229	Nov. 19, 1914	Constructing extension of the Ferry Building.	Construction and Engi- neering Co.	(Extras) \$37,400 00 4,018 55 (Bonus) 8,200 00	\$650 56 8,415 00 39 54 14,586 00 507 01 5,049 00 8,200 00 286 33 2,531 08 9,850 00 4 03 4 03	D. c. 17, 1914 Jan. 7, 1915 Jan. 14, 1915 Feb. 4, 1915 Feb. 16, 1915 Feb. 26, 1915 Mar. 11, 1915 April 1, 1915 April 1, 1915 April 1, 1915 April 8, 1915 April 8, 1915	\$49,618 55 Feb. 26, 1915
230	Dec. 3, 1914	Furnishing steel rolling doors on sheds on Piers 16, 18, and 37.	Kinnear Co. Manufacturing	(Extras) \$28,500 00 21,945 00 626 50	\$12,344 06 6,414 62 8,552 71 2,468 81 395 91 5,879 98 2 32 1,645 88 534 54	April 8, 1915 April 8, 1915 May 6, 1915 May 6, 1915 May 27, 1915 June 3, 1915 June 10, 1915 June 17, 1915 June 17, 1915	

Work Contracted For and Completed Within the Biennial Term July 1, 1914, to June 30, 1916—Continued.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total	Date of completion
230	Dec. 3, 1914	Furnishing steel rolling doors on sheds on Piers 16, 18 and 37.	Kinnear Co.	----- \$51,080 50	\$228 27 5,486 25 7,127 25	July 1, 1915 July 22, 1915 July 22, 1915	\$51,080 50	June 17, 1915
231	Dec. 10, 1914	Furnishing steel frame for the post office.	Pacific Rolling Mill Co.	(Extras) 306 58 Bonus 800 00 \$19,501 58	\$8,277 75 5,518 50 800 00 306 58 4,598 75	Mar. 4, 1915 May 6, 1915 May 20, 1915 June 10, 1915 June 10, 1915	\$19,501 58	April 30, 1915
234	Jan. 21, 1915	Constructing Pier No. 24 and shed over same; also shed over the adjacent bulkhead wharf.	Healy-Tilbitts Construction Co.	\$98,300 00 (Extras) 5,344 35	\$7,372 50 22,117 50 1,006 99 14,745 00 467 92 195 61 16,219 50 1,045 63 5,898 00 4,423 50 1,000 32 2,949 00 23,575 00 924 38 613 44	April 8, 1915 May 6, 1915 May 20, 1915 June 3, 1915 July 1, 1915 July 1, 1915 July 8, 1915 July 15, 1915 Aug. 5, 1915 Sept. 2, 1915 Sept. 16, 1915 Sept. 16, 1915 Oct. 21, 1915 Nov. 11, 1915 Nov. 18, 1915	\$102,644 35 1,000 00	Sept. 16, 1915 (Held pending settlement of claim for damages.)
235	Feb. 4, 1915	Constructing building for Wells Fargo & Company.	Fred L. Hansen	\$38,946 00 (Extras) 2,069 52 Bonus 1,300 00	\$14,604 75 4,381 42 1,682 00 10,223 33 1,300 00	April 8, 1915 May 6, 1915 May 20, 1915 May 20, 1915 May 27, 1915		

226	Feb. 25, 1915	Repairing Pier No. 21-----	San Francisco Bridge Co.	<div>\$42,335 52</div> <div> <div>\$11,887 00</div> <div> Additions 1,101 65 </div> <div> <div>\$12,988 65</div> <div> (Extras) 4,322 85 </div> </div> <div>\$17,311 50</div> </div>	<div>201 90 June 10, 1915</div> <div>9,736 50 June 24, 1915</div> <div>205 62 July 23, 1915</div> <div> <div>\$3,218 25 April 8, 1915</div> <div>5,145 55 May 6, 1915</div> <div>1,377 69 May 20, 1915</div> <div>217 50 May 20, 1915</div> <div>4,105 85 May 27, 1915</div> <div>3,247 16 June 24, 1915</div> </div> <div>\$42,335 52</div> <div>May 20, 1915</div>
237	Mar. 25, 1915	Furnishing piles for one year-----	Hammond Lumber Co.----	<div>12" and 13" piles, 10 cents per foot; 14" and 15" piles, 11 cents per foot; 16", 17" and 18" piles, 12 cents per foot.</div>	<div>\$2,824 30 June 10, 1915</div> <div>2,611 80 July 15, 1915</div> <div>1,384 44 Aug. 5, 1915</div> <div>2,508 36 Sept. 9, 1915</div> <div>1,447 24 Oct. 7, 1915</div> <div>1,680 39 Nov. 8, 1915</div> <div>2,428 08 Dec. 9, 1915</div> <div>2,983 80 Jan. 6, 1916</div> <div>2,317 80 Feb. 8, 1916</div> <div>996 96 Feb. 8, 1916</div> <div>2,451 72 Mar. 9, 1916</div> <div>2,571 84 April 6, 1916</div> <div>1,629 40 May 8, 1916</div> <div> <div>\$27,311 50</div> <div>May 20, 1915</div> </div>
238	Mar. 25, 1915	Constructing post office-----	Teichert & Ambrose-----	<div>\$74,891 00</div> <div> (Extras) 2,453 35 </div> <div>\$77,344 35</div>	<div>\$5,055 14 May 6, 1915</div> <div>11,795 33 June 3, 1915</div> <div>19,658 89 July 8, 1915</div> <div>14,042 06 Aug. 5, 1915</div> <div>5,616 83 Aug. 14, 1915</div> <div>29 48 Sept. 2, 1915</div> <div>18,722 75 Sept. 16, 1915</div> <div>2,423 87 Nov. 18, 1915</div> <div> <div>\$27,836 13</div> <div>April 30, 1916</div> </div> <div> <div>\$77,344 35</div> <div>Aug. 14, 1915</div> </div>



Work Contracted For and Completed Within the Biennial Term July 1, 1914, to June 30, 1916—Continued.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total	Date of completion
240	May 13, 1915	Constructing steam heating system for post office.	Carl T. Doell-----	(Extras) \$4,746 00 33 36	\$533 92 1,957 73 711 90 355 95 1,186 50 33 36	June 10, 1915 July 8, 1915 Aug. 6, 1915 Sept. 2, 1915 Oct. 7, 1915 Feb. 10, 1916	\$4,779 36	Sept. 2, 1915
241	May 13, 1915	Installing steel rolling doors on shed on Pier No. 24.	C. Jorgensen & Co.-----	(Extras) \$10,450 00 189 75	\$7,837 50 2,612 50 189 75	Sept. 10, 1915 Oct. 14, 1915 Nov. 11, 1915	\$10,639 75	Sept. 10, 1915
244	June 24, 1915	Constructing wood block pavement on Pier No. 24.	Rolph-Mills & Co.-----	\$4,800 00	\$3,600 00 1,200 00	Sept. 10, 1915 Oct. 14, 1915	\$4,800 00	Sept. 10, 1915
245	June 24, 1915	Constructing four side aprons for upper deck landings of passenger ferry slips Nos. 6, 7, and 8.	Healy-Tibbitts Construction Co.	(Extras) \$13,000 00 317 25	\$4,875 00 1,950 00 2,925 00 3,250 00 317 25	Oct. 7, 1915 Nov. 4, 1915 Dec. 2, 1915 Jan. 6, 1916 Feb. 3, 1916	\$13,317 25	Dec. 2, 1915
246	July 1, 1915	Constructing addition to Pier No. 29 and shed over same.	Healy-Tibbitts Construction Co.	(Extras) \$9,421 00 8,622 53	\$5,299 31 41 61 1,220 60 1,766 44 841 38 2,355 25 241 26 6,277 68	Nov. 4, 1915 Nov. 4, 1915 Nov. 26, 1915 Dec. 2, 1915 Jan. 6, 1916 Jan. 6, 1916 Jan. 27, 1916 Jan. 27, 1916	\$18,043 53	Dec. 2, 1915
247	July 8, 1915	Removing car ferry slips, aprons, and hoisting apparatus and houses over aprons, foot of Lombard street.	Healy-Tibbitts Construction Co.	(Extras) \$1,700 00 60 85	\$60 85 1,275 00 425 00	Oct. 21, 1915 Oct. 21, 1915 Nov. 26, 1915	\$1,760 85	Oct. 21, 1915

248	July 22, 1915	Repairing Pier No. 11.-----	Healy-Tibbitts Construc- tion Co.	Additions \$14,281 00 5,750 76 (Extras) \$20,031 76 4,496 77 \$24,528 53	\$7,815 75 Sept. 2, 1915 1,584 01 Sept. 23, 1915 6,230 80 Oct. 7, 1915 977 27 Oct. 28, 1915 1,122 35 Nov. 4, 1915 1,790 41 Nov. 26, 1915 5,007 94 Dec. 2, 1915	\$24,528 53 Oct. 28, 1915
250	Aug. 19, 1915	Constructing Pier No. 22 and shed over same.	Tibbitts-Pacific Co. -----	(Extras) \$48,877 00 3,927 05	\$5,498 66 Oct. 7, 1915 14,663 10 Nov. 4, 1915 610 62 Nov. 18, 1915 5,498 66 Dec. 2, 1915 3,665 78 Jan. 6, 1916 468 92 Jan. 13, 1916 109 27 Jan. 13, 1916 637 34 Feb. 3, 1916 1,882 89 Feb. 8, 1916 40 80 Feb. 10, 1916 2,566 04 Mar. 2, 1916 2,932 62 Mar. 16, 1916 494 24 Mar. 16, 1916 644 17 April 6, 1916 788 98 April 13, 1916 12,219 25 April 30, 1916 132 71 April 27, 1916	\$24,528 53 Oct. 28, 1915
252	Sept. 30, 1915	Constructing shed on Pier No. 35 and adjacent bulkhead wharf.	Healy-Tibbitts Construc- tion Co.	Deduct for \$74,722 00 omitting painting front of bulkhead building 200 00 (Extras) \$74,522 00 1,546 24 \$76,068 24	\$22,416 60 Jan. 6, 1916 25 12 Jan. 13, 1916 5,604 15 Feb. 3, 1916 14,010 37 Mar. 2, 1916 5,604 15 April 6, 1916 87 51 April 20, 1916 5,604 15 May 4, 1916 2,892 08 May 18, 1916 59 02 May 25, 1916 546 12 June 15, 1916 898 47 June 22, 1916 18,480 50 June 22, 1916	\$52,804 05 Mar. 16, 1916

Work Contracted For and Completed Within the Biennial Term, July 1, 1914 to June 30, 1916—Concluded.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total	Date of completion
253	Oct. 7, 1915	Installing steel rolling doors on shed, Pier No. 22.	Kinnear Manufacturing Co.	\$6,330 00	\$4,747 50 1,582 50	Mar. 16, 1916 April 20, 1916	\$6,330 00	Mar. 16, 1916
256	Nov. 11, 1915	Constructing wood block pavement on Pier No. 22.	St. Paul and Tacoma Lumber Co.	\$2,194 50	\$1,645 87 548 63	Mar. 16, 1916 April 20, 1916	\$2,194 50	Mar. 16, 1916
258	Dec. 9, 1915	Constructing launch offices between Piers Nos. 14 and 16, and addition thereto.	Wm. A. Newsom-----	\$9,665 00 Addition 1,836 55	\$2,537 32 1,812 38 2,174 85 724 95 2,416 50 1,377 41 459 14	Jan. 6, 1916 Feb. 3, 1916 Mar. 2, 1916 Mar. 9, 1916 April 13, 1916 May 4, 1916 June 15, 1916	\$11,502 55	June 15, 1916
259	Dec. 9, 1915	Paving portion of "The Embarcadero" between Brannan and Harrison streets.	Karl Ehrhart-----	\$11,294 50 Additions 9 50 \$11,304 00 (Extras) 51 41 \$11,355 41	\$4,162 87 4,315 13 51 41 2,825 00	Jan. 6, 1916 Feb. 3, 1916 Mar. 2, 1916 Mar. 9, 1916	\$11,355 41	Feb. 3, 1916

## Work Contracted For and Not Completed Within the Biennial Term, July 1, 1914, to June 30, 1916.

No.	Date of contract	Description	Contractors	Per barrel	Contract price	Payments	Date of payments	Total
242	June 3, 1915	Furnishing cement for one year. (Continued for another year.)	Pacific-Portland Cement Co.	Per barrel	\$1 64	\$5,934 80 8,523 00 4,100 00 2,583 00 2,984 80 2,140 20 5,412 00 2,320 60 3,588 80 9,635 00 6,158 20 10,053 20	July 1, 1915 Aug. 6, 1915 Sept. 7, 1915 Oct. 7, 1915 Nov. 8, 1915 Dec. 2, 1915 Jan. 6, 1916 Feb. 8, 1916 Mar. 2, 1916 April 6, 1916 May 8, 1916 June 8, 1916	\$53,408 60
243	June 17, 1915	Furnishing creosoted piles-----	The J. M. Colman Company.	Prices as per bid on file in secretary's office.		\$7,764 76 6,400 39 2,588 25 4,118 41 3,224 45 2,153 46 1,372 80 1,074 82 8,794 17 2,931 39 45 00 7,036 81 1,661 04 30 00 3,300 85 35 00 533 68 2,345 00 10 00 9,091 93 1,100 29 2,811 61 37 50 3,030 65	Aug. 12, 1915 Sept. 16, 1915 Sept. 16, 1915 Sept. 30, 1915 Oct. 14, 1915 Oct. 21, 1915 Nov. 4, 1915 Nov. 18, 1915 Dec. 23, 1915 Jan. 27, 1916 Feb. 24, 1916 Mar. 2, 1916 Mar. 2, 1916 Mar. 9, 1916 Mar. 23, 1916 April 6, 1916 April 6, 1916 April 6, 1916 April 20, 1916 April 20, 1916 April 27, 1916 May 4, 1916 May 25, 1916 May 25, 1916	

Work Contracted For and Not Completed Within the Biennial Term, July 1, 1914, to June 30, 1916—Continued.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total
243	June 17, 1915	Furnishing creosoted piles-----	The J. M. Colman Co.--	-----	\$937 20 7,928 86 42 50	June 8, 1916 June 15, 1916 June 22, 1916	\$80,381 42
249	Aug. 5, 1915	Furnishing fuel oil for two years-----	Shell Co. of California----	58 cents per barrel-----	\$1,143 69 1,881 65 691 16 2,310 82 2,483 68 4,006 52 2,204 67 2,420 29 2,175 46 2,332 86	Sept. 7, 1915 Oct. 7, 1915 Nov. 8, 1915 Dec. 7, 1915 Jan. 6, 1916 Feb. 8, 1916 Mar. 9, 1916 April 6, 1916 May 8, 1916 June 8, 1916	\$21,650 80
255	Nov. 18, 1915	Repairing Pier No. 9 and constructing bulkhead wharf and bulkhead building adjacent thereto.	Healy-Tibbitts Construction Co.	\$83,616 00 (Extras) 4,611 46	\$1,710 00 5,081 63 396 30 1,140 00 9,836 10 1,357 93 570 00 5,846 27 2,154 13 1,450 92 8,265 00 13 68 529 11 2,503 74 7,980 00 89 87 70 94 3,990 00 1,026 54	Jan. 6, 1916 Jan. 6, 1916 Jan. 13, 1916 Feb. 3, 1916 Feb. 3, 1916 Feb. 17, 1916 Mar. 2, 1916 Mar. 2, 1916 Mar. 16, 1916 April 6, 1916 April 6, 1916 April 6, 1916 April 13, 1916 April 13, 1916 May 4, 1916 May 4, 1916 May 18, 1916 May 18, 1916 June 1, 1916 June 1, 1916	\$54,011 66

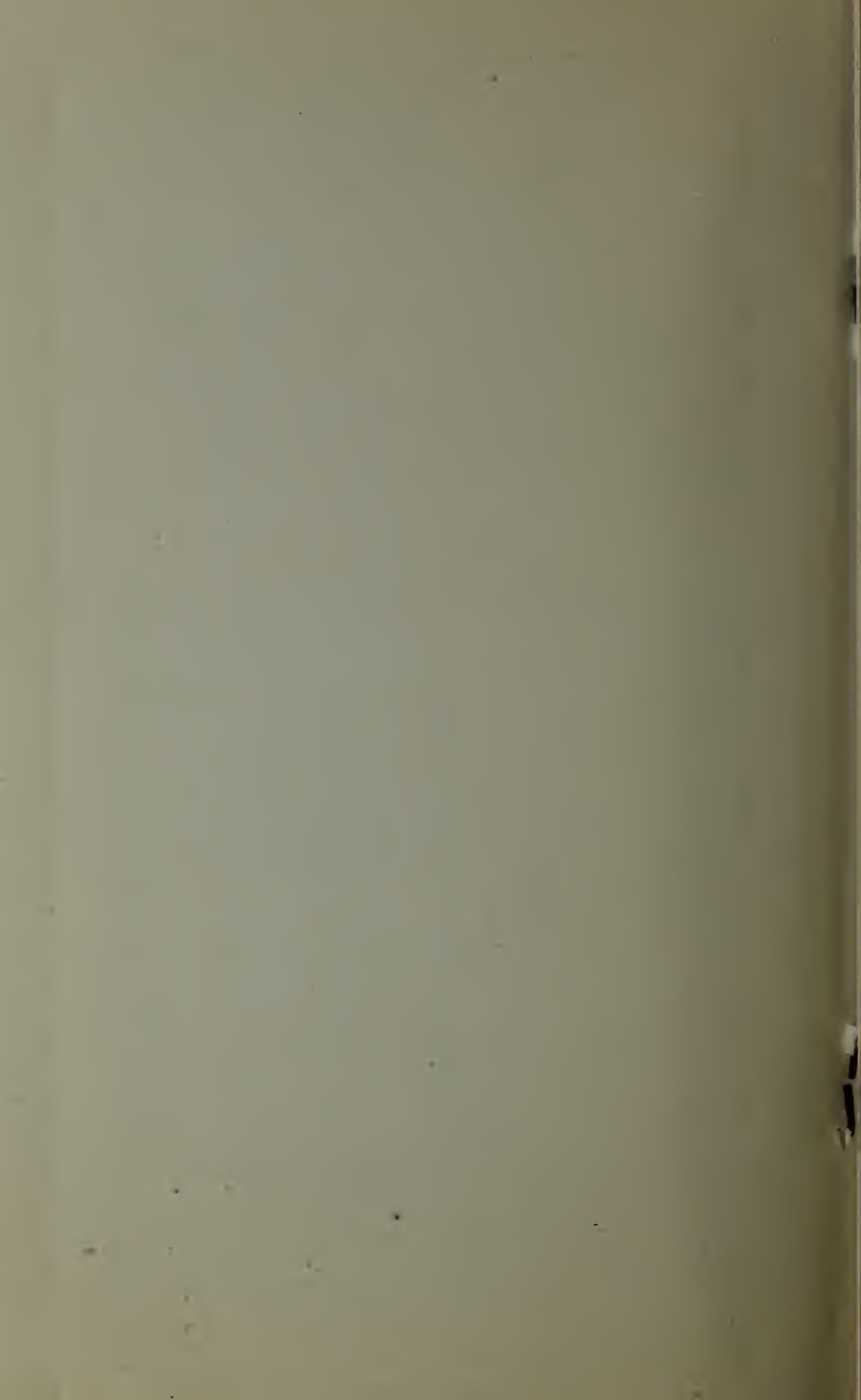


257	Nov. 18, 1915	Constructing Pier No. 29 and adjacent bulkhead wharf.	Clinton Construction Co.	\$283,230 00	\$19,118 02 10,621 13 16,993 80 29,739 15 31,863 37 25,490 70	Jan. 6, 1916 Feb. 3, 1916 Mar. 2, 1916 April 6, 1916 May 4, 1916 June 1, 1916	\$133,826 17
260	Dec. 16, 1915	Constructing wood block pavement on Pier No. 35.	Pacific Creosoting Co.----	\$7,850 00			
261	Dec. 16, 1915	Furnishing lumber for one year-----	James H. Hardy, Inc.----	Prices as per bid on file in secretary's office.	\$1,140 15 904 82 1,431 36 1,628 25 602 42 2,078 60 445 51 694 23 1,631 16 33 61 1,720 82	Jan. 6, 1916 Feb. 3, 1916 Feb. 8, 1916 Mar. 9, 1916 Mar. 10, 1916 April 6, 1916 April 6, 1916 May 4, 1916 May 4, 1916 June 1, 1916 June 5, 1916	\$12,309 95
263	Dec. 23, 1915	Installing street rolling doors on shed, Pier No. 35.	United States Metal Products Co.	\$18,350 00	\$10,321 87	May 11, 1916	\$10,321 87
264	Dec. 23, 1915	Cleaning the Embarcadero for one year	J. G. Harvey-----	Districts 1, 2, 3, 4, 5A, 5B, 6A, 6B, 8, 9, 10, 11 and 12, 51 cents each 1,000 square yards; district 7, 63 cents each 1,000 square yards.	\$984 73 670 99 796 23 1,453 03 1,648 70 1,644 12	Jan. 13, 1916 Feb. 8, 1916 Mar. 2, 1916 April 6, 1916 May 4, 1916 June 1, 1916	\$7,197 80
				\$92,317 00	\$2,023 50	May 4, 1916	

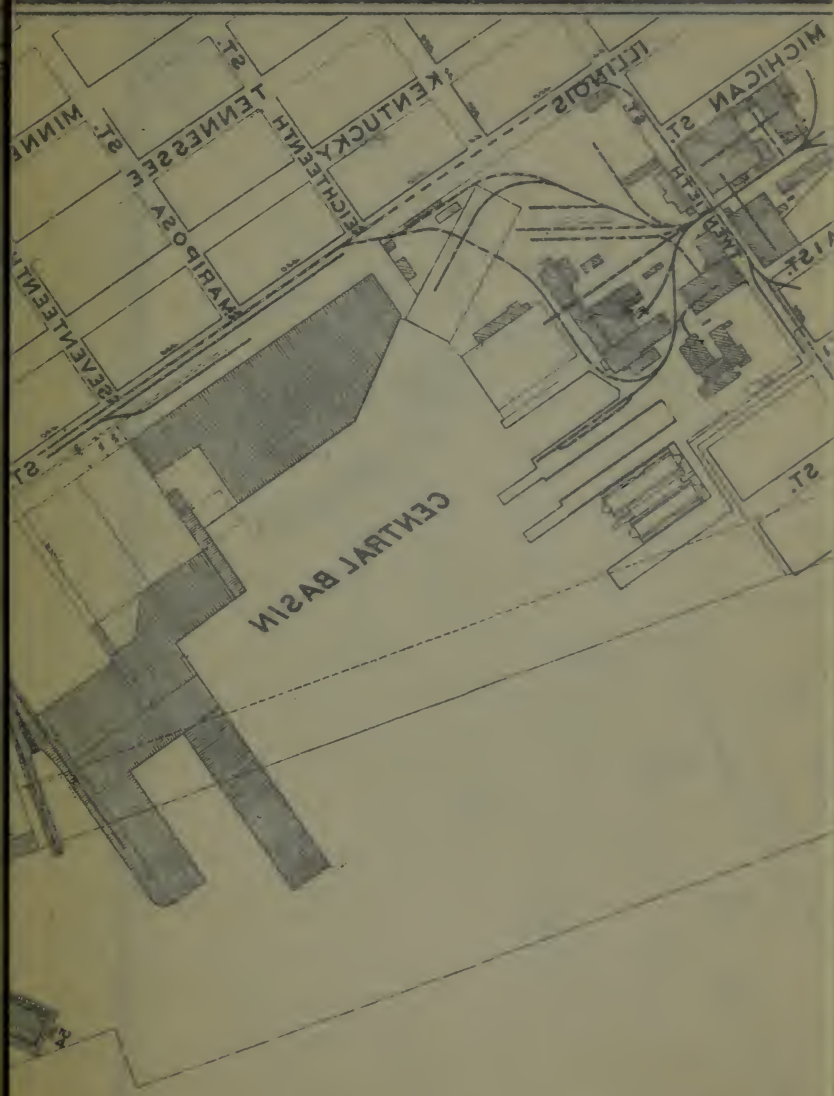
Work Contracted For and Not Completed Within the Biennial Term, July 1, 1914 to June 30, 1916—Concluded.

No.	Date of contract	Description	Contractors	Contract price	Payments	Date of payments	Total
266	Mar. 1, 1916	Repairing Pier No. 13 and constructing bulkhead wharf and bulkhead building adjacent thereto.	Healy-Tibbitts Construction Co.	(Extras) \$38 7½	\$2,797 60 58 76 5,010 79 1,865 08	May 4, 1916 May 18, 1916 June 1, 1916 June 1, 1916	\$12,355 73
267	Mar. 30, 1916	Making repairs and additions to Pier No. 44.	S. B. Peterson Co.-----	(Extras) \$99,375 76 \$28,950 00 455 27	\$3,567 82 212 52 455 27	June 1, 1916 June 1, 1916 June 8, 1916	\$1,235 61
268	April 20, 1916	Furnishing piles for three years-----	Hammond Lumber Co.----	12" and 13" piles, 11 cents per foot; 14" and 15" piles, 13 cents per foot; 16", 17" and 18" piles, 14 cents per foot.	\$1,285 90 636 34	June 15, 1916 June 15, 1916	\$1,941 24
270	May 11, 1916	Furnishing six-wheeled switching locomotive engine.	Baldwin Locomotive Works.	\$19,500 00			
271	May 25, 1916	Making alterations and additions to Pier No. 38.	Healy-Tibbitts Construction Co.	\$22,135 00			





# BAY







AREA OF SEAWALL LOTS		Total	
1	50.250	1	50.250
2	22.241	2	22.241
3	8.022	3	8.022
4	38.440	4	38.440
5	31.128	5	31.128
6	24.002	6	24.002
7	13.120	7	13.120
8	87.002	8	87.002
9	30.000	9	30.000
10	50.250	10	50.250
11	22.241	11	22.241
12	8.022	12	8.022
13	38.440	13	38.440
14	31.128	14	31.128
15	24.002	15	24.002
16	13.120	16	13.120
17	87.002	17	87.002
18	30.000	18	30.000
19	50.250	19	50.250
20	22.241	20	22.241
21	8.022	21	8.022
22	38.440	22	38.440
23	31.128	23	31.128
24	24.002	24	24.002
25	13.120	25	13.120
26	87.002	26	87.002
27	30.000	27	30.000
28	50.250	28	50.250
29	22.241	29	22.241
30	8.022	30	8.022
31	38.440	31	38.440
32	31.128	32	31.128
33	24.002	33	24.002
34	13.120	34	13.120
35	87.002	35	87.002
36	30.000	36	30.000
37	50.250	37	50.250
38	22.241	38	22.241
39	8.022	39	8.022
40	38.440	40	38.440
41	31.128	41	31.128
42	24.002	42	24.002
43	13.120	43	13.120
44	87.002	44	87.002
45	30.000	45	30.000
46	50.250	46	50.250
47	22.241	47	22.241
48	8.022	48	8.022
49	38.440	49	38.440
50	31.128	50	31.128
51	24.002	51	24.002
52	13.120	52	13.120
53	87.002	53	87.002
54	30.000	54	30.000
55	50.250	55	50.250
56	22.241	56	22.241
57	8.022	57	8.022
58	38.440	58	38.440
59	31.128	59	31.128
60	24.002	60	24.002
61	13.120	61	13.120
62	87.002	62	87.002
63	30.000	63	30.000
64	50.250	64	50.250
65	22.241	65	22.241
66	8.022	66	8.022
67	38.440	67	38.440
68	31.128	68	31.128
69	24.002	69	24.002
70	13.120	70	13.120
71	87.002	71	87.002
72	30.000	72	30.000
73	50.250	73	50.250
74	22.241	74	22.241
75	8.022	75	8.022
76	38.440	76	38.440
77	31.128	77	31.128
78	24.002	78	24.002
79	13.120	79	13.120
80	87.002	80	87.002
81	30.000	81	30.000
82	50.250	82	50.250
83	22.241	83	22.241
84	8.022	84	8.022
85	38.440	85	38.440
86	31.128	86	31.128
87	24.002	87	24.002
88	13.120	88	13.120
89	87.002	89	87.002
90	30.000	90	30.000
91	50.250	91	50.250
92	22.241	92	22.241
93	8.022	93	8.022
94	38.440	94	38.440
95	31.128	95	31.128
96	24.002	96	24.002
97	13.120	97	13.120
98	87.002	98	87.002
99	30.000	99	30.000
100	50.250	100	50.250



